

# THE COMMERCIAL MOTOR

FRIDAY, APRIL 3, 1959  
ONE SHILLING

Vol 109 No 2805

THE IDEAL 8-WHEELER



## THORNYCROFT 'TRUSTY'

18' 4" or 14' 6" wheelbase  
choice of 3 rear axle drives.

*This fine 4,000 gallon road tank is now in service with Charrington Gardner Locket & Co. Ltd., the well-known London fuel merchants. Fitted with our standard cab and a Thompson 6 compartment tank, it is being loaded at Poplar oil terminal.*

TRANSPORT EQUIPMENT (THORNYCROFT) LIMITED  
THORNYCROFT HOUSE, SMITH SQUARE, LONDON, S.W.1. Abbey 8000

# TRANSMISSION NOISE

## How Metalastik tackle and solve the problems

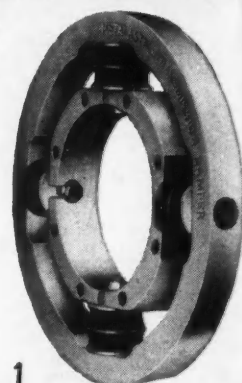
Many transmission systems which, from their design and workmanship, could be expected to be reasonably quiet, do in fact turn out to be unexpectedly noisy.

We have analysed and diagnosed a number of such cases, and find that as a rule resonant torsional vibration is the culprit, a conclusion which agrees with the practical observation by some engineers that a normally noisy transmission becomes markedly quieter when driven through a fluid flywheel.

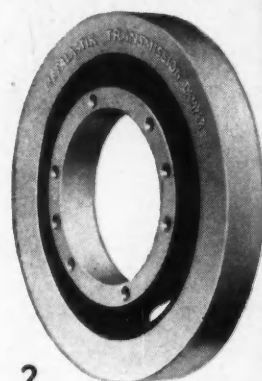
In most cases, one or another form of the Metalastik torsional vibration damper makes a striking improvement. Two forms, shown at 1 and 2, are used when analysis has shown the trouble to be due to resonant torsional vibration or cyclic fluctuation of the flywheel. They can be fitted in either of the positions shown, either behind the gearbox or in front of the final drive. When the amplitudes are unusually large the Metalastik unit No. 3 is used.

This is not an inertia-type damper but a flexible coupling, in which low torques—at which most of the flutter occurs—are transmitted with considerable flexibility by a bush in torsion, the buffers taking up the drive only at high torque. This coupling is fitted between engine and gearbox.

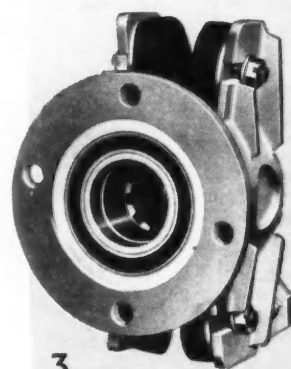
**Our engineers are always available to investigate problems and to bring to bear their unsurpassed experience.**



1



2



3

# METALASTIK



ISE

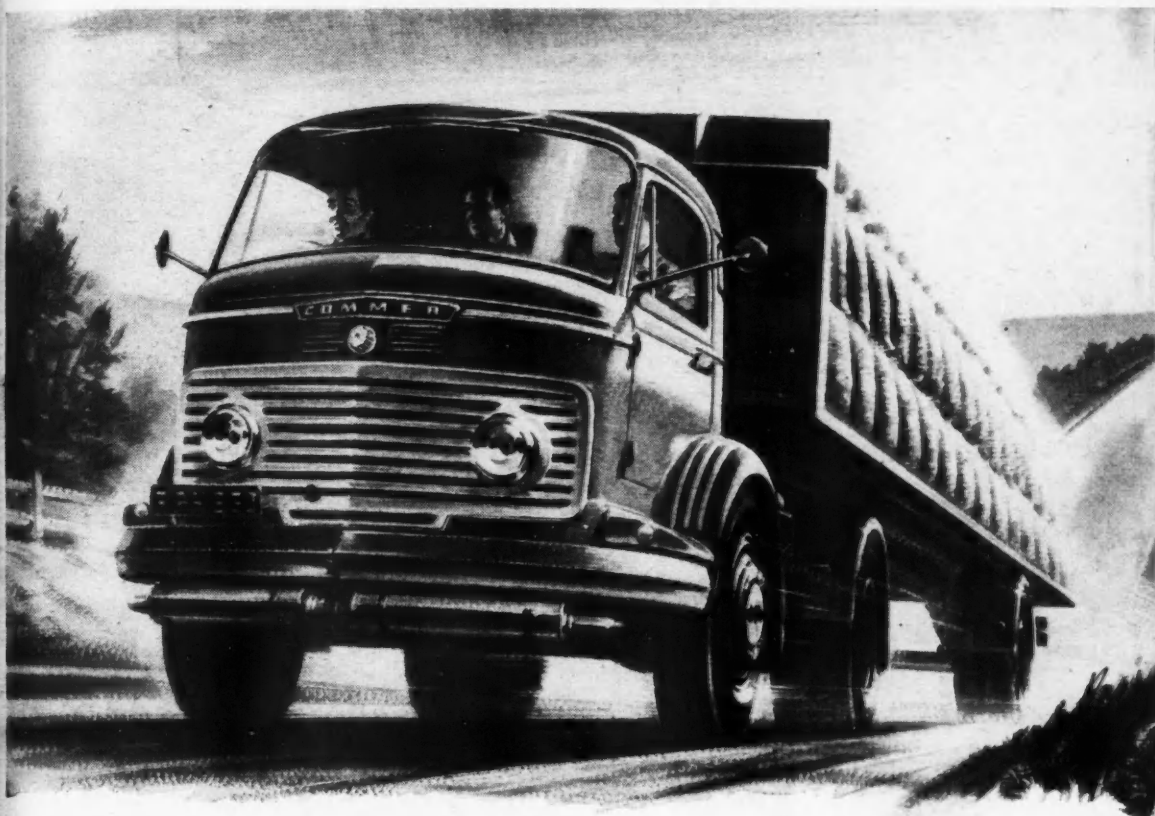




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*Others may falter...*

**COMMERS take it in their stride!**

Rough going... tough going... going to take the heart  
out of other vehicles only spurs the Commer on. Commer power, strength,  
and reliability see that the loads get through. You can with  
confidence, put your trust in Commer.

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FOR LOADS UP TO 12 TONS  
*the toughest name in transport!*

ROOTES PRODUCTS — BUILT STRONGER TO LAST LONGER!

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**PRECAST REINFORCED CONCRETE BUILDINGS**

ATCOST-BUILT factories, warehouses, transport-sheds, workshops, canteens, etc. are of the highest quality, yet competitively priced. They are fire-resistant, easily-extendible and require no painting or maintenance. For free, 24-page illustrated brochure, and details of our comprehensive service, complete and post this coupon now!

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**THE PANTILES, TUNBRIDGE WELLS, KENT**  
Tunbridge Wells 3411 (5 lines)



# One move ahead...



*A new Homalloy removal van with sitting accommodation for crew of five*

**Homalloy**  
LIGHT ALLOY REGD.

**FOR HOME  
AND EXPORT**

Constructed throughout in Homalloy Light Alloy, this 16' 9" Luton-type body on the Albion "Claymore" Chassis has an integral, specially-designed, extra-large cab fitted with two bench seats to carry a crew of 4 or 5 men in addition to the driver.

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Airport Works, Sutton Road,  
Rochford, Essex.

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Telephone: 4-2665

# HANDS 'G' TYPE

## FULLY UNIVERSAL AUTOMATIC

### TRACTOR & SEMI-TRAILER COUPLING

(6-12 TONS)

**A PROVED AND TRIED PRODUCT!**

SUITABLE FOR ALL DROP FRAME TRACTORS  
AND MANY OTHERS BY CONVERSION

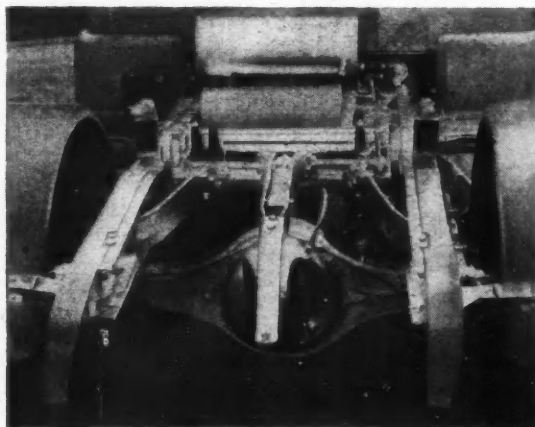
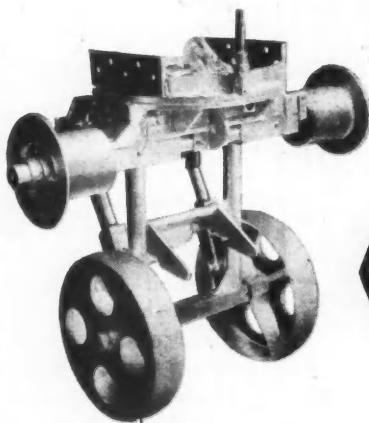
**'G' TYPE UNIVERSAL AUTO-  
MATIC TRACTOR GEAR**

Coupling of semi-Trailer is carried out by backing the special Tractor ramps under the rollers on the semi-Trailer fore-carriage. As the rollers run up the ramps, they strike the robust coupling forks, moving them to the coupled position, where they are automatically and positively locked by triggers held in place by two powerful compressor springs against two rubber buffers.

Braking of the semi-Trailer is through King Pin.

Release is controlled from cab by hand lever, vacuum air or hydraulic, according to Chassis. A special dual valve enables all brakes to be applied by Tractor foot pedal, or semi-Trailer brakes only by hand control on steering column.

This is a tested and superlatively safe product suitable for all types of semi-Trailer fitted with retractable fore-carriage 6, 8, 10 or 12 tons.



#### 'G' TYPE FULLY UNIVERSAL SEMI-TRAILER FORECARRIAGE

This appliance will couple to HANDS 'G' and 'GJ', 'J' and all other makes of similar automatic tractor coupling gears.

Support wheels are automatically retracted as coupling takes place, and lowered when uncoupled; in this position they are securely locked by gravity operated catches. Large diameter turntable plates are fitted for distributing loads and for stability.

Support legs are of exceptionally robust construction. Braking and lighting systems are automatically connected when coupling takes place.

**A complete range of semi-Trailers is available up to 12 tons capacity for this type of coupling.**

Write for details quoting Reference B/GU.

BRITISH AND FOREIGN PATENTS

**TRAILERS—ALL TYPES—6,000 lb. to 100,000 lb.  
STRAIGHT FRAMES · DROP FRAMES · LOW LOADING  
MACHINERY · TANKERS · TIPPERS · POLE CARRIERS**

**HANDS (LETCWORTH) LTD., No. 1 Works, Letchworth, Herts. Tel: 1820**



# HEAVYWEIGHT CHAMPIONS



*supreme for big loads  
and bulky loads*



(above). Typical example of a tanker on the ERF 68G chassis for bulk transport of glucose.



(right). Another ERF 68G with special containers for particular industrial need.

Here is just a small selection of the many ERF Models 68G which are now in operation all over the world. Wherever there are big loads and bulky loads to be carried there is no more efficient and economical way than with the ERF 68G. This strong, powerful chassis is suitable for a wide selection of specialised bodywork to meet all requirements. When you are considering transport in the biggest sizes—write for full details of the ERF 68G.



(above). The ERF 68G shown here, powered by Gardner 6-cylinder oil engine, is another big-capacity, roomy vehicle on this chassis.

(below). This well-known company operates many ERF vehicles. One of them, a 3,200-gallon articulated frameless tanker with ERF 64G chassis is shown here.



**ERF LIMITED • SUN WORKS • SANDBACH • CHESHIRE**

Directors: D. FODEN

E. P. FODEN

E. SHERRATT

Telephone: Sandbach 223 (5 lines)

Telegrams: ERF Sandbach



No man in his right mind would try and tip a loaded barrow other than by the handles—the point of easiest leverage, calling for the least muscular effort and strain. The same applies to tippers. Of all the gears we manufacture—by far the most popular are our single and twin front-end rams.

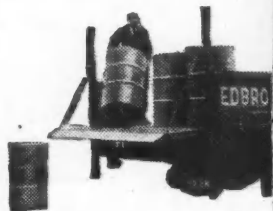
## The obvious way to tip

They need less power to tip an equivalent load—therefore cost less. Their position imposes less strain on the chassis—provide complete body stability—therefore vehicles give longer trouble-free operation.

**EDBRO—B & E  
FRONT END  
TIPPERS**

*for economy*

### TAIL DOOR LOADERS



Write for descriptive leaflet of the latest, the most efficient, the most economical tail door loader on the market.

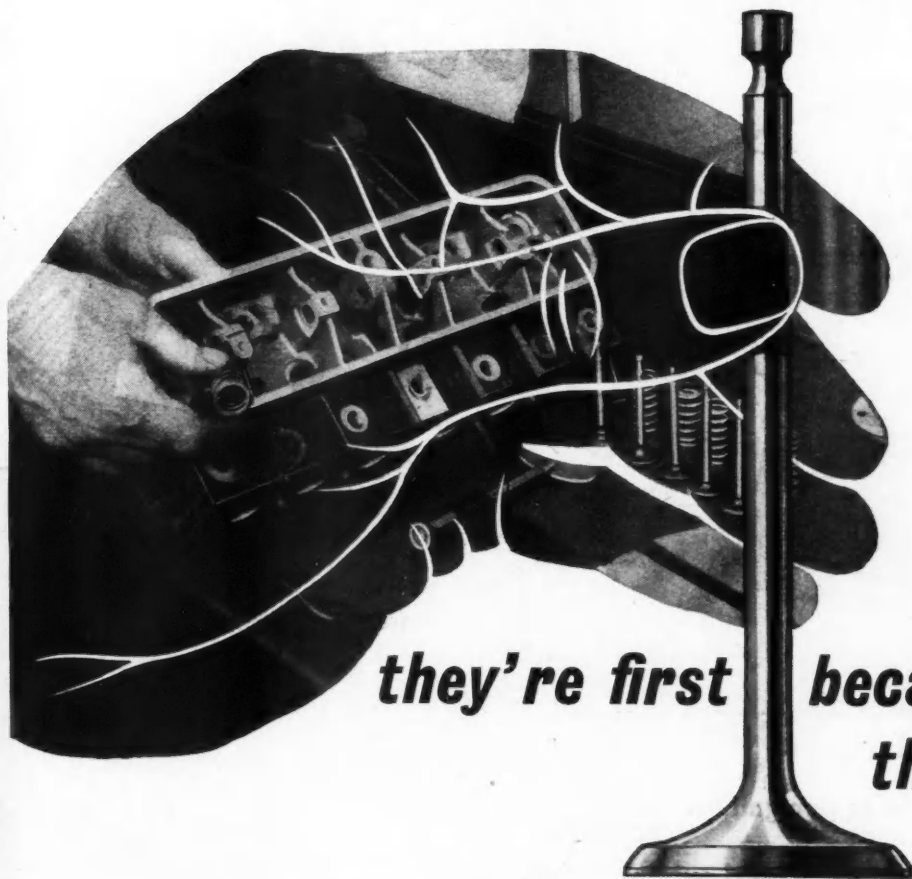
## EDBRO B & E TIPPERS LIMITED

Quebec Street, Bolton, Lancashire. Tel.: Bolton 5210. Grams: Edbro Bolton.  
Sales Division of Bromilow & Edwards Ltd., Edwards Bros. (Tippers) Ltd.,  
Movable Floors (Vehicles) Ltd., Wood Hoists Ltd.

London Depot: 264 Goldhawk Road, Seven Stars, Shepherd's Bush, W.12.  
Tel.: Shepherd's Bush 1045.



# *Fit* **TRANCO** **VALVES**



*they're first because  
they last!*

**In XB (EN 59) MATERIAL (TRANCO METAL No. 5)**

This is a high grade steel with excellent resistance to high temperature scaling and corrosion.

It was specially developed because Silchrome 1 Exhaust Valves were constantly failing in service due to premature burning.

**With SPECIAL ARMoured SEAT (TRANCO SAS)**

This valve is one of the latest developments and ensures even greater reliability.

The seat area is protected by a high nickel chrome alloy giving exceptional resistance to hot corrosion and scaling.



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*Exclusive  
to VIGZOL...*

**VIGZOL**

**Vitasul**

- ★ Eliminates obnoxious odour of diesel fumes in cab and exhaust.
- ★ More miles per gallon.
- ★ Neutralises harmful sulphur acids.
- ★ Minimises injector deposits and prolongs injector life.
- ★ Reduces ring sticking.
- ★ Smoother combustion — greater power.

**POST  
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COUPON  
TODAY!**

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To the VIGZOL OIL CO. LTD.,  
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Please forward me full details of VIGZOL "VITASUL"

NAME.....

ADDRESS .....

C.M.

# WHY

## BONALLACK BODIES ARE BETTER



Take a Luton for example, where large capacity must be combined with light weight, durability and freedom from bulge. Every BONALLACK Luton starts its life in the pattern shop, where the body is laid out full size from master drawings which millions of arduous miles have proved to be right. There is nothing 'hit or miss' about the design. Even the smallest detail is laid down by the pattern shop, leaving nothing to chance or the discretion of a workman, and ensuring that each body is up to BONALLACK standards. Furthermore, in the event of accidental damage we can supply within 24 hours perfectly fitting jig-built sub-assemblies to replace damaged parts, thus greatly reducing time lost on repairs.

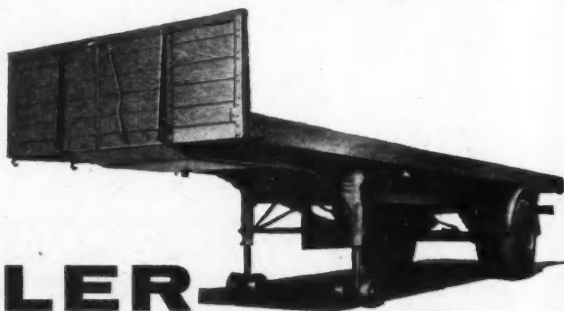
The foregoing is only one reason why BONALLACK BODIES ARE BETTER. The unique framing design and the cold squeeze-riveting which ensures no movement at joints are just two more. If you are contemplating the purchase of a Luton may we send a technical representative to give you further information? You will be agreeably surprised to learn that the very best is by no means the most expensive.



# BONALLACK & SONS LTD

NEVENDON WORKS • BASILDON • ESSEX • BASILDON 20481-91

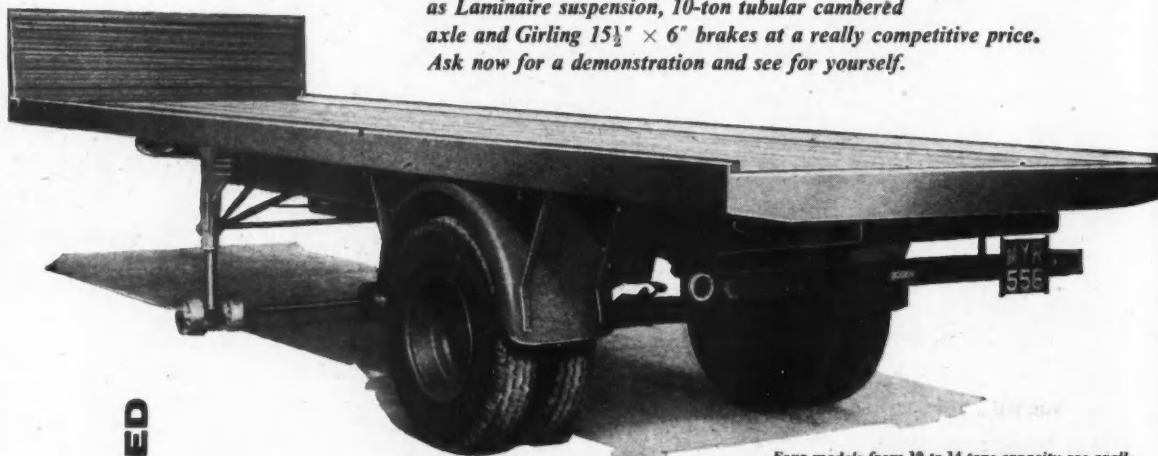
# BODEN



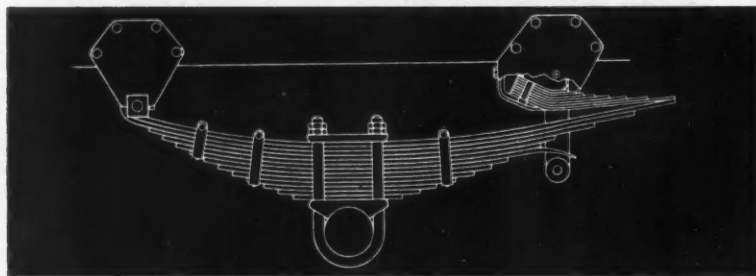
## SEMI-TRAILER

### HEAVY DUTY 12 TON MODEL 1210/L

*The most favourable specification in this field is to be found in the new BODEN semi-trailer. Streamlined production has made it possible to introduce such refinements as Laminaire suspension, 10-ton tubular cambered axle and Girling  $15\frac{1}{2}$ "  $\times$  6" brakes at a really competitive price. Ask now for a demonstration and see for yourself.*



*Four models from 10 to 14 tons capacity are available, and this range will be further extended.*



WITH THE CARY—*Laminaire* SYSTEM OF PROGRESSIVE SUSPENSION

*Cary-Laminaire suspension is designed to overcome harsh riding conditions experienced with unladen or lightly laden vehicles. As the load is increased the cantilever and main springs roll together shortening their effective length thus increasing the stiffness of suspension.*

Send NOW for leaflet No BN 10 to:—

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dm BN 15

BODEN TRAILERS LIMITED



# KELLY'S

## colossal

## carcass

## strength

## gives you

## 3 tread

## lives!



Take any well-known make of tyre—better still, take the last brand you bought . . . Kelly Giants challenge them here and now on every feature you care to specify. Rugged strength, cool running on long hauls, shock-proof resilience, non-slip grip in slush or shale . . . all these vital characteristics are built right into Kelly tyres, PLUS 3-tread-life economy!

### 1. Original Tread

Exclusive blending process makes the Kelly Giant tread rubber tougher and cooler running. Your original tread lasts longer for another reason, too: the rounded tyre contour reduces tension under load, giving less heat build-up and greater resistance to cuts and tears.

### 2. Re-grooved Tread

So deep is the understock between tread base and breaker-strip that this solid depth of tough rubber can itself be re-grooved—to give you a bonus tread worth many thousands of miles.

### 3. Re-moulded Tread

Reinforced sidewalls, massive built-in shoulders, tensioned heat-resistant cords with deeper cushions of live rubber between them—all these provide the strongest carcass yet devised. Re-moulding is safe and sure with Kelly Giants.



# fit

# KELLY

# giants



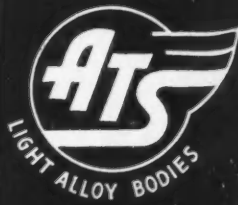
Super Armor Trac  
long hauls and heavy  
loads at low cost.

Dual Trac Non-slip  
grip, high mileage on  
and off the road.

MADE IN GREAT BRITAIN

**KELLY TYRES ARE TOUGH!**

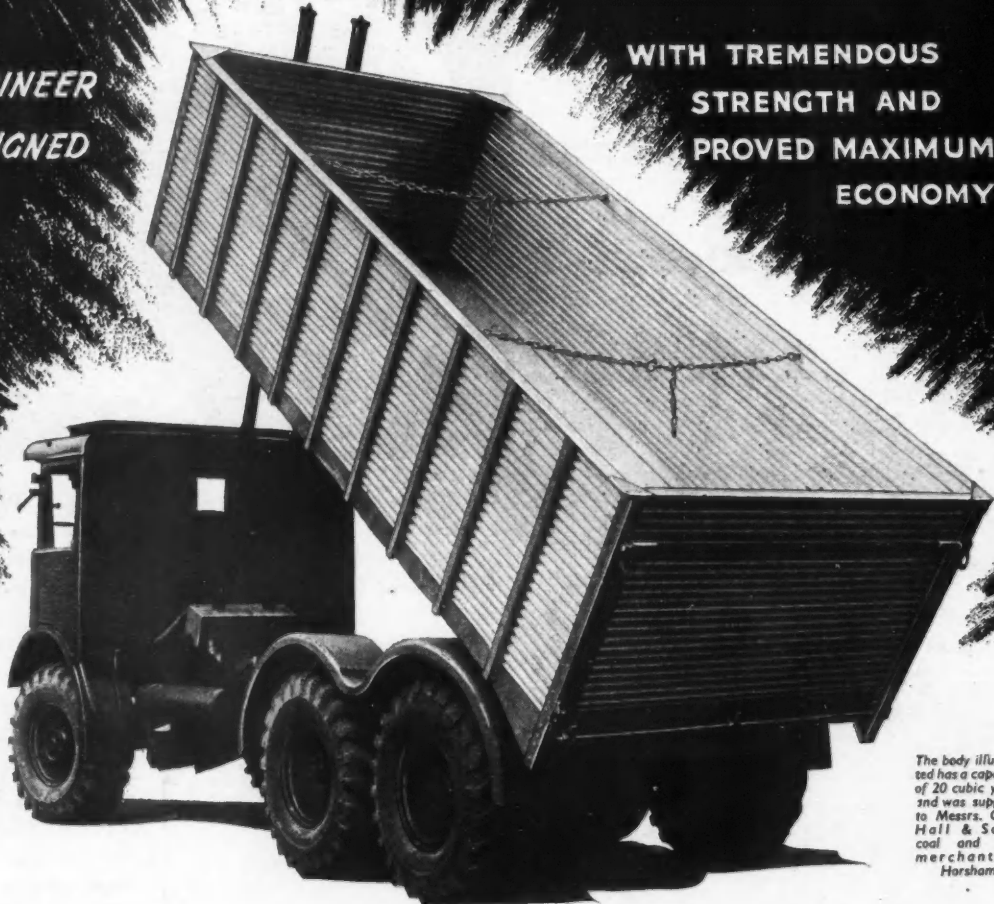
KELLY SPRINGFIELD TYRE CO. LTD., 1/3 REDHILL ST., LONDON, W.1. TEL: EUSTON 6626



# for **BIG CAPACITY LOW WEIGHT TIPPERS**

**ENGINEER  
DESIGNED**

**WITH TREMENDOUS  
STRENGTH AND  
PROVED MAXIMUM  
ECONOMY**



The body illustrated has a capacity of 20 cubic yards and was supplied to Messrs. G. A. Hall & Sons, coal and coke merchants at Horsham.

ATS Alloy tipper bodies can be designed to carry all types of loads. They give a large reduction in dead weight which often results in an increase of payload of over half a ton. ATS bodies do not rust, rot or absorb moisture, and therefore are ideal for wet loads. In fact, with its lightness, strength, economy and low initial cost, an ATS Alloy body is an investment!



## **STANDARD ALLOY BODIES**

Flat platform, drop sides and tippers are available for all makes of vehicles mounted on to chassis. These bodies can also be supplied in sectional or prefabricated form for rapid "on-the-spot" assembly.



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**HENRY  
OXFORD  
Associates  
TRAXI**



## BIG OPERATOR GOES BIGGER WITH BOYS 3RD AXLE SUSPENSION

"Our trucks do a tough rugged job, hauling heavy loads on intensive operation. Many of these trucks are loaded and unloaded by mechanical grabs which put tremendous strain on the axles.

We fitted Boys 3rd Axle Suspension in an endeavour to get greater payload. The results of this modification exceeded all our expectations." This is what Mr. E. A. Riddle, General Manager of Messrs. A. T. Hartshorne Ltd., Darlaston, says about Boys 3rd Axles.

Seven of their Bedford 7 tonners have so far been equipped with 3rd Axles and these vehicles, which mainly carry foundry sand, have proved beyond doubt

that Boys 3rd Axles slash operating costs.

Two trips a day to the sand quarries in various parts of the country, impose a heavy strain on the vehicles—at least 16 times a day a weight of 12 cwt. — wet sand or the open grab, drops onto the rear axles, after which the vehicles face a stiff gradient on the climb out of the quarry.

The photograph above shows a laden sixwheeler taking the slippery gradient in fine style thanks to its 3rd Axle.

It's small wonder that big operators like A. T. Hartshorne & Son Ltd. say "It pays to specify BOYS 3rd Axles."



12 cwt. of wet sand crashing down is all in a days work for a Boys 3rd Axle.



Driver Len Mace says "There is no doubt about it, these Boys 3rd Axles are all they're cracked-up to be."

# Boys

**3RD AXLE SUSPENSION  
FOR GREATER PAYLOAD**

HENRY BOYS & SON LIMITED  
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Associated Company  
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Are your running costs too high?

THE **Hygena** FLEET



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A Free Conversion on one of your vehicles will prove to you that you can get more m.p.g. for whatever type of car, van or lorry you use. Get in touch with REDeX (Dept. CO), 365, Chiswick High Road, London, W.4. Tel: Chiswick 6844 and ask about the REDeX Free Conversion Plan. Your first step to real economic fleet operating.

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*makes every gallon do more*



# Duramin again



## for Duckham's drums of oil

Oil. Drums of oil. Many drums of oil. Duramin supply the means to supply industry with its life-blood. Oil by the drum adds up to big figures in weight. This is really heavy work. Bodywork needs to be rugged. Flooring must be really strong. Yet (with payload in mind) *weight must be kept down.*

Duramin gives bodywork this vital strength-with-lightness. Stands to reason Duckham's use Duramin. Stands to reason Duckham's are using Duramin bodywork *again.*

This repeat order is a Box Van Body floored with heavy duty Duraplank and mounted on a B.M.C. 3-ton forward control chassis and cab. Internal length is 14 feet 6 inches.

Duramin light-alloy bodywork means increased payloads and reduced overheads. Go into the matter of bodywork by Duramin today.

LIGHT-ALLOY BODIES BY

**Duramin**  
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 STONEFIELD WAY, RUISLIP, MIDDLESEX

Telephone : Ruislip 3322 (5 lines). Telegrams : Duramin, Ruislip.  
 also at : Lydney, Gloucestershire. Telephone : Lydney 208.



Albion "Clydesdale" chassis cab with Sparshatt patent insulated van body and self-contained refrigerator unit.

**Times Food Manufacturing Co. Ltd.,** manufacturers of "TEMPO" quick frozen dairy cream sponges, operate this large capacity refrigerated van for bulk deliveries.

(INSULATED CONTAINER TO PATENT No. 6310/57)

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TRADE MARK REGISTERED THE RAYBESTOS CO.

*Brake and Clutch Linings are fitted to genuine factory lined*

**GIRLING AND Lockheed**

*Replacement Brake Shoes*

**BORG & BECK**

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EVERITE HOUSE · SOUTHWARK STREET · LONDON · S.E.1

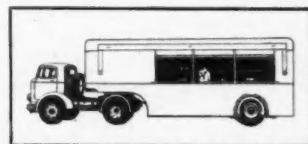
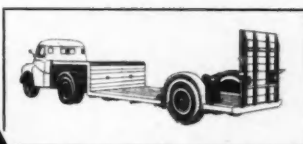
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# Extra GOODS WITH CARE

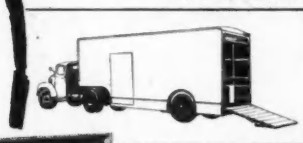
**TASKERS 'EASY-LOAD'**—the master semi-trailer chassis design for efficient, careful transport. Low slung, between independently coil-sprung wheels, the EASY-LOAD provides the smoothest, steadiest ride on the roads today—so far as commercial transport is concerned. With a clear, uninterrupted floor area, its application is exceptionally varied and has been widely used for pantechicons, general delivery, brewery transport, light machinery low-loaders, mobile offices, libraries and banks.



Mobile Bar



Mobile Bank



Machinery Low-loader



Manufactured Goods

WHEELS  
INDEPENDENTLY  
SPRUNG

NO  
TRANSVERSE  
AXLE

ULTRA-  
LOW LOADING

UNLADEN HEIGHT 1' 9"  
WITH FLOORBOARDS

# Taskers EASY-LOAD

## FOR CAREFUL TRANSPORT

Write for Publication 1206. **TASKERS OF ANDOVER (1932) LIMITED**, Andover, Hants.  
Telephone: Andover 2312. Telex: Andover 47-539. Manchester 66-249. London Office:  
36 Victoria Street, S.W.1. Telephone: ABBey 2202. Manchester Office: 26 Corporation Street,  
Manchester 4. Telephone: Deansgate 6009.



Past, present and ...

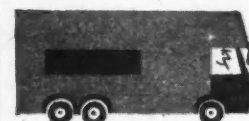
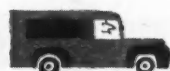
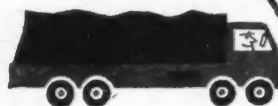
Capital problems. Depressions.  
 Limited markets. That was the past.  
 Today you sell a cure. H.P. Finance.  
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 Improved transport. Wider markets.  
 More sound finance. British Wagon.  
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 Phone our local Manager. He has the right plan.  
 For your future.

*The*  **British Wagon**  
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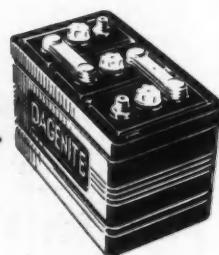
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THE FRIENDLY FIRM  
 WITH BRANCHES THROUGHOUT THE COUNTRY



Smiley.

**BUT  
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Up and down the Great North Road in a 24-tonner—or up and down the High Street in a tuppenny-ha'penny runabout—we can all enjoy the best when it comes to batteries. We all appreciate the extra qualities of the Dagenite TPG range—the rugged reliability which gives dependable service day in and day out.

We like the toughness of Dagenite TPG batteries—we like their light weight and space-saving compactness—we like their long life (thanks to those Porvic separators). And best of all we like the way they cut a big, healthy slice off our running costs!

**DAGENITE**  
**TPG COMMERCIAL VEHICLE BATTERIES**

Available in 6 or 12 volt units assembled in hard rubber containers or hard wood trays

D135

Pritchett & Gold and E.P.S. Co., Ltd. 137 Victoria Street • London • SW1





## “Why didn’t I check that fan belt?”

Driving on a broken fan belt will certainly cause overheating; it will very probably mean loss of dynamo charging; and it may well involve expensive engine repairs—all this means without doubt, loss of valuable time.

But two simple precautions you can take will virtually make broken fan belts a thing of the past:—

- Check fan belts regularly. Maintain the belt at the correct operating tension and immediately

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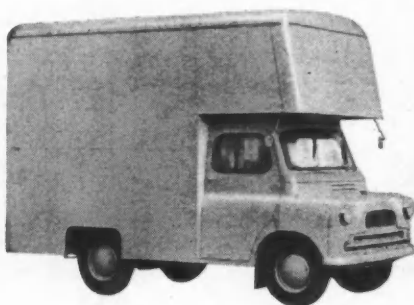
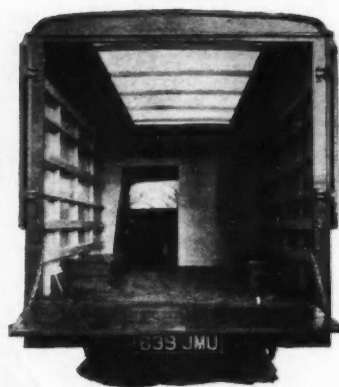
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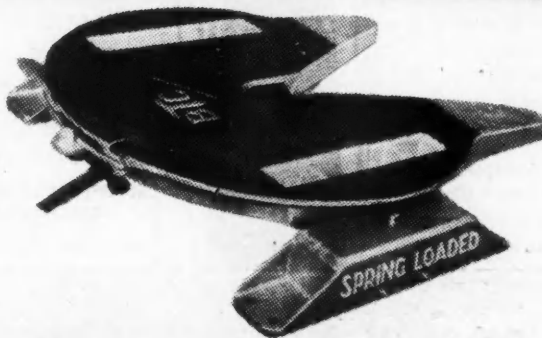
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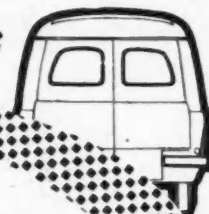
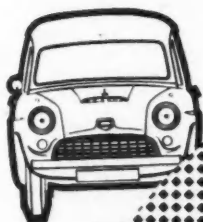


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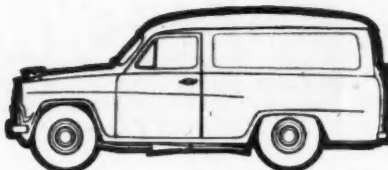
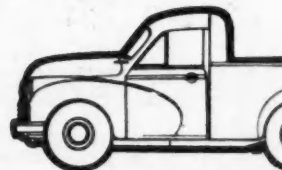
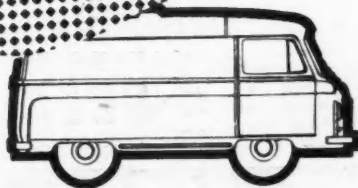
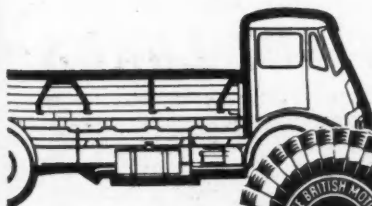
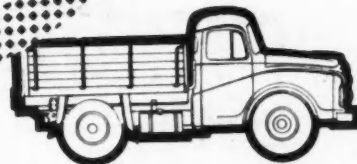
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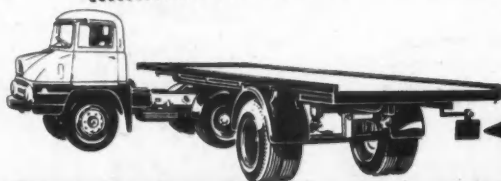
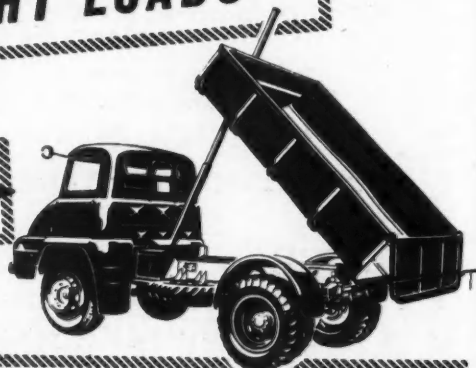
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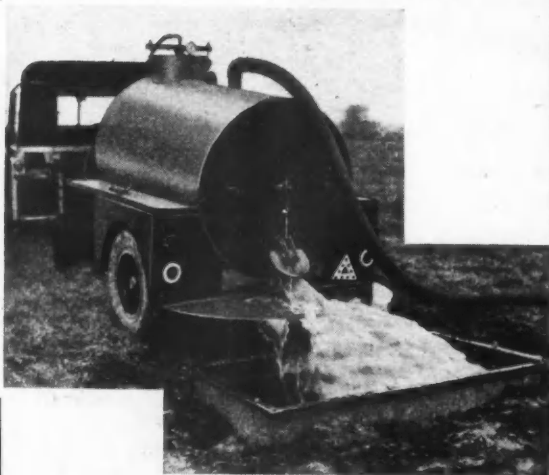
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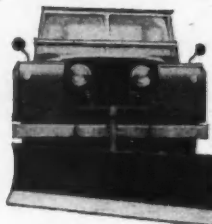
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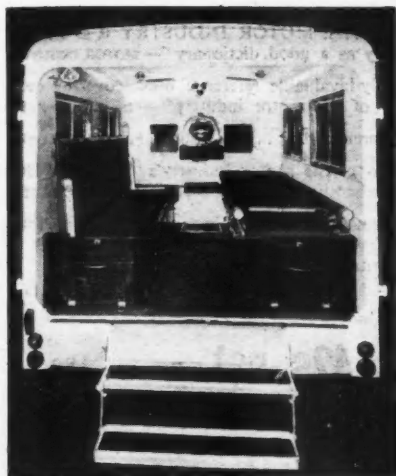
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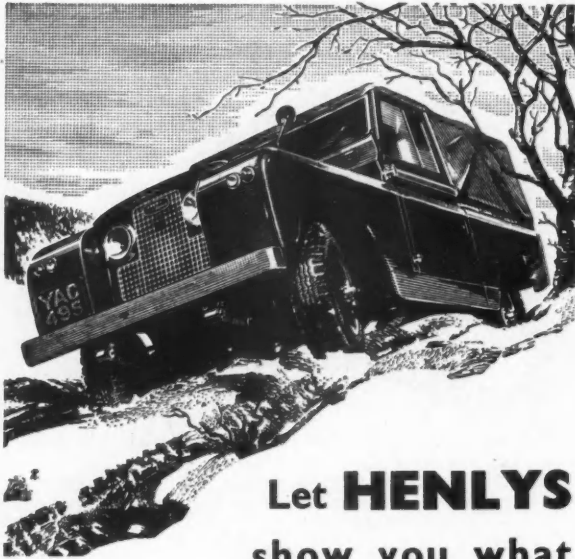
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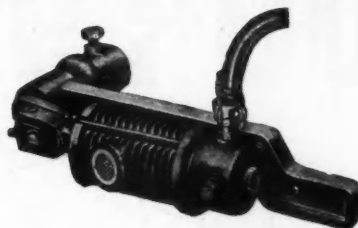
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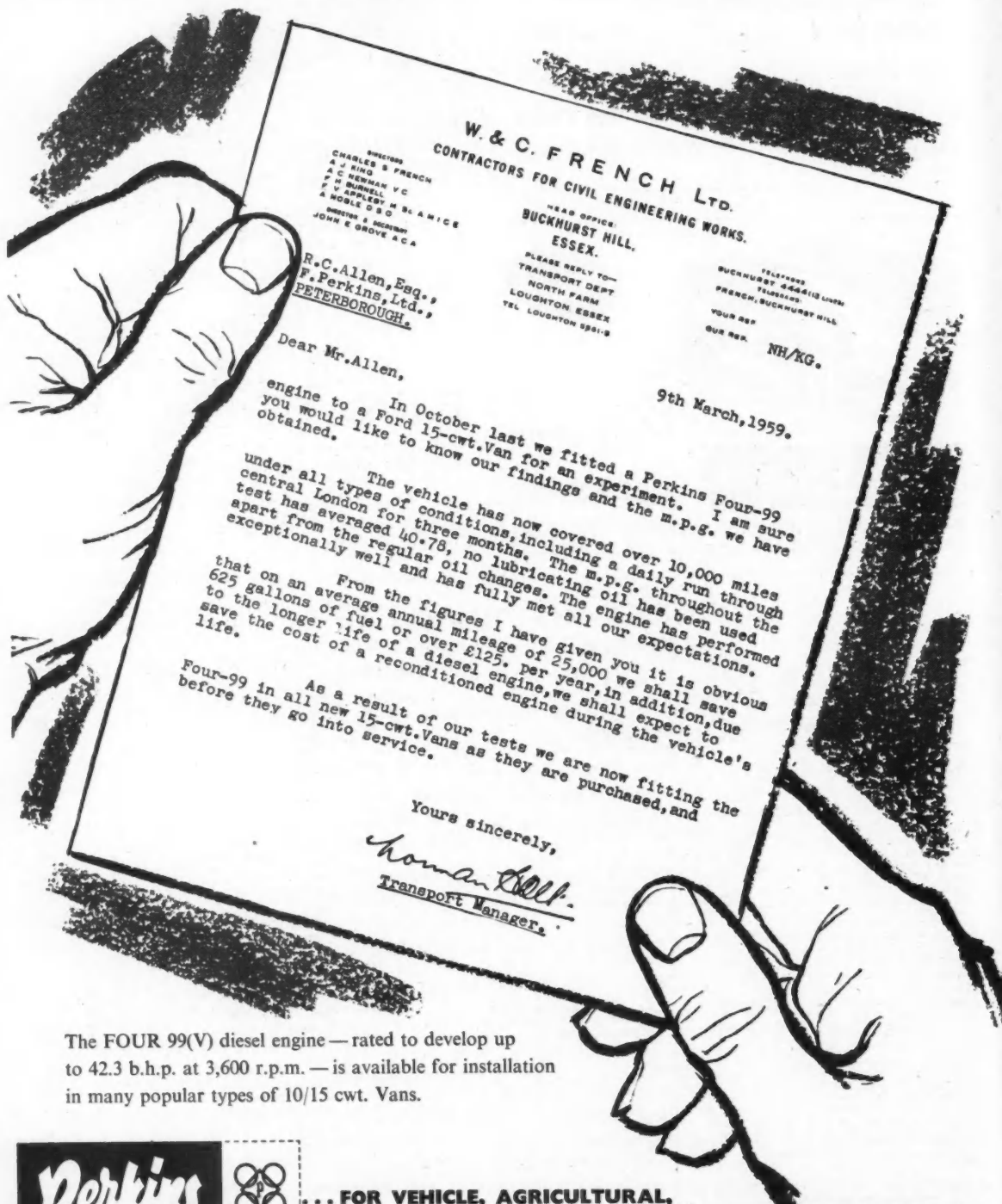
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# THE COMMERCIAL MOTOR

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## Enterprise Too Free

**T**HE road haulage industry last week received its most salutary lesson in the importance of observing the law on drivers' records and hours.

Bulk Liquid Transport, Ltd., were fined £20,000, and the manager, assistant manager, foreman and foreman-driver were sentenced to terms of imprisonment on charges arising out of the deliberate falsification of records.

It is the blackest case in the history of road haulage. Much has been made of it by the Socialist Press, which, in common with Labour Members of Parliament, is constantly vigilant for evidence that discredits free-enterprise road transport.

### Gift to the Socialists

Bulk Liquid Transport have gratuitously provided the Socialists with ammunition to attack an industry of which they are recently joined members and have strengthened the case of the Labour Party for the renationalization of long-distance road haulage. They have brought shame on an industry which, in the impending General Election campaign, will be fighting for its existence.

As Mr. Justice Donovan said in passing sentence at Leeds Assizes, the company had flouted the law on drivers' hours. There can be no doubt that the offence was aggravated by the fact that the vehicles concerned were carrying sulphuric acid, and tired drivers in charge of highly corrosive loads are a menace to themselves and to the public.

According to the prosecution, a driver's records had shown that he had driven 57 hours in a week, whereas he was paid for 118 hours. Another man was paid for 102 hours, although his log showed his working week as one of 60 hours. A third driver was alleged to have worked 95 hours in a six-day week. Drivers were being paid for an average of 16 hours a day.

The defence was that the administrative organization had been unable to keep pace with the meteoric growth of the company, and that difficulties had arisen in taking advantage of the increase in the speed limit for heavy goods vehicles from 20 m.p.h. to 30 m.p.h. The unions were said to have instructed drivers not to drive at the higher speed unless their wages were raised, and men were refusing to complete journeys in periods which

### Overworking of Drivers and Falsification of Records Invite Renationalization of Haulage

had formerly been accepted as normal.

These arguments carried no weight with the jury or with the judge. Nevertheless, it is possible

to feel some slight sympathy with the employees who have been sentenced to imprisonment. As Mr. Justice Donovan said, they were acting on orders from somebody in authority, yet no member of the board of directors had given evidence in their defence.

The case is likely to have widespread repercussions in road transport. Although no driver was convicted, there is every hope that drivers will in future pay greater attention to the accuracy of their records. They may adopt a more aggressive attitude towards schedules that can barely be maintained, except with good fortune, without exceeding the speed limit. In the light of the example provided by the B.L.T. case, they are unlikely willingly to make themselves the tools of operators who take on work in the knowledge that it cannot be performed within the legal span of hours.

### They Take the Rap

The position of managers and subordinate supervisors is extremely delicate. They may merely be carrying out contracts entered into by their directors, but it is they who risk the most serious penalties if, out of loyalty to their employers or to keep their posts, they compel drivers to work excessive hours and to falsify records to cover up their misdeeds.

If the heavy penalties imposed on the defendants remind operators that the law on drivers' hours and records was enacted in the interests of public safety, it will have done a great deal of good. The current low level of rates for general haulage encourages the overworking of drivers and anything to restore a saner outlook is to be applauded. Reputable operators have suffered too long from the law-breaking activities of the minority, and they will welcome the lesson which Mr. Justice Donovan has given to the disreputable.

So that no operator may remain in doubt, *The Commercial Motor* publishes this week a simple explanation of the law on drivers' hours. It supplements an article published on March 20 on the keeping of records. With this information in easily digestible form, any honest operator can plan his work to comply with the law.

## Red Light for C-licensees

**A**LTHOUGH the restriction of C-licensees by requiring them to prove need for their vehicles would place a great administrative burden on the licensing system, it would be extremely unwise to under-rate the threats of Socialist politicians that the next Labour Government will seek to circumscribe ancillary transport in this way. Mr. Ernest Davies, the prime mover in Socialist transport policy, said last week that, in his view, there would have to be some control over the C-licensee, who, with limited exceptions, would have to prove that his goods could be carried most economically in his own vehicles. Mr. Davies was echoing sentiments expressed by other Labour Members and by the National Union of Railwaymen.

The West Midland Licensing Authority is stated to have estimated that to carry out this policy would require four times his present staff. Under existing conditions of almost full employment a further drain on Britain's manpower for Government administrative purposes would be extremely embarrassing to industry and commerce, but such an objection is unlikely to deter politicians who are determined to integrate transport at any cost.

It would be comforting to know that the Traders' Road Transport Association were fully alive to the threat and were already taking active steps to meet it. The Association's annual report speaks vaguely of it, but gives no hint of action to counteract it.

If the Labour Government had not been induced by Co-operative pressure to withdraw the clause from the Transport Act, 1947, which proposed to limit C-licensees to a 40-mile radius, traders would have been unable to multiply their fleets, and would have been compelled to use the railways or British Road Services for long-distance work. The railways would not be in their present difficult financial position, and the integration of transport on the original plan would have been completed.

The Socialists are unlikely to make the same mistake twice. They regard C-licensees as greater enemies than hauliers, which Mr. R. Morton Mitchell, chief executive officer of the Road Haulage Association, implied in his recent speech at Bristol. The damage that the Labour Party are likely to do to professional hauliers is limited in scope—for instance, according to Mr. Davies, furniture removers will again be excluded from nationalization—but the danger to ancillary users is widespread.

Many hauliers believe that traders generally are still apathetic about the possibility of restriction. An operator who contributes an article to this issue goes even further. He thinks the whole motor industry is in danger and urges manufacturers to pick up the torch which the Road Haulage Association have lit with their new publicity campaign. His views may seem far-fetched, but they are not to be ignored. Unbridled doctrinaire politics know no bounds.

## Passing Comments

### *Smoothering the Traffic Flow*

**O**VER the Easter weekend the Automobile Association was in co-operation with police throughout the country, and conducted the most intensive drive ever launched to beat delays caused by road congestion. The emphasis was on anticipating traffic blocks and endeavouring to overcome them before they had time to develop. Every A.A. patrol had been instructed to radio or telephone to area offices in such circumstances, and the reports were passed immediately to the police.

Key links were the A.A. radio network, covering 47,000 square miles, and the Association's spotter aircraft, with a three-fold duty as advance traffic warning posts, finders of alternative routes away from trouble spots, and in surveying the most important holiday routes in the South. Thirty alternative routes to popular holiday centres were also signposted.

### *Adaptable Trailer Design*

**T**HE latest series of American Fruehauf semi-trailers is considerably more adaptable than most others being produced anywhere, because not only does it have the normal semi-trailer advantages but the running gear can easily be moved along the frame to suit varying loadings or American State legal regulations.

All the Fruehauf running gears are available with either leaf-spring or air suspension, and are attached to the trailers through specially strengthened side rails. They are built complete with electrical components and even mud flaps, thus the position of a complete running gear can be altered relatively to the trailer coupling in a matter

of minutes, it even being possible for the driver to stop on the road and change the position of the wheels without assistance.

The air-suspension system offered with Fruehauf running gears makes use of special trailing arms which consist of forged spring-steel leaves, and these arms provide axle alignment and braking-torque absorption, thereby eliminating the need for radius rods, torque arms, Panhard rods and anti-roll bars. Firestone air bellows are employed, as used on Greyhound buses, and detail refinements include the use of sintered-metal filters to protect the levelling valves during inflation and deflation.

Talking to Holger Ridder, Detroit editor of *Fleet Owner*, Mr. W. E. Grace, the president of the company, said that a Fruehauf aluminium trailer on 11-22.5 in. tubeless tyres weighed 3 tons 7 cwt. compared with the 5 tons 17 cwt. of an equivalent conventional all-steel trailer, and that because of their new design, a Fruehauf all-steel trailer of the same capacity weighed only 4 tons 14 cwt.

### *Russia Claims New Fibre*

**A** NEW nylon-type artificial fibre has been made in Russia, and is called Kapron. The process calls for the use of benzole to replace phenylic acid, which is in short supply, but the benzole can be obtained in almost unlimited quantities. It is claimed that previous attempts had not been satisfactory, but a new catalyser had been found which facilitates the reaction, this taking place at a lower pressure and temperature, and providing a pure polymeride without harmful admixtures.



### Lighter Wheels by Welding

WELDED wheels constitute a considerable part of the production of an old-established manufacturer, Steel Stampings, Ltd., Cookley, near Kidderminster and the newest welding methods have resulted in lighter wheels and savings in material.

Many road wheels consist of a broad rim to which a centre disc is joined and, in the past, riveting was considered to be the best method to make this join, but it required considerable overlapping of the two parts, whilst rivet heads projected from the inner surface of the rim. Now these parts are butted together in a number of Fusarc installations supplied by Quasi-Arc, Ltd., Bilston. Each consists of a self-propelled, automatic welding machine mounted on grooved wheels running on a track. Next to the track is a 5-cwt. tilting turntable manipulator on which the tacked rim and disc assemblies are mounted so that welding can be carried out horizontally, but the track allows for longitudinal welding, if required.

There are five of these outfits using Fimec continuous electrodes taking 600 amp. A sixth, however, embodies a Fusarc CO<sub>2</sub> welding head, which gives higher speeds, deeper penetration and better quality. In fact, welding time can be cut by a third, and deslagging is much easier. Manual welding, using equipment from the same maker, is also applied to the manufacture of brake shoes and in many other production fields.

### Testing Consumption Electronically

AN interesting type of test equipment for fuel consumption has been installed in a number of Leyland factories to facilitate research in this field. Previously, it was difficult accurately to measure the increased or decreased efficiency of fuel systems after minor modifications. Now this can be ascertained within an accuracy of one per cent. Not only does it achieve such accuracy on the test bed, but it reduces the number of personnel required, releasing them for other, and equally valuable, research work.

Developed by Farnell Instruments, Ltd., the equipment is controlled electronically. It embodies a burette with two level marks and a series of photo-electric cells. As fuel reaches the first level when starting a test, a photocell brings into circuit a time-interval meter and a revolution counter. These operate until the fuel level reaches the second mark, when another photocell automatically ends the test.

While in use the tester allows incoming fuel to fill the burette and to feed the engine at all times, thus avoiding unnecessary stops. To achieve this an electrically operated valve in the fuel input closes, but the test takes place before the fuel has completely run out and the photocell has opened the supply line, thus preventing any break in the fuel needed by the engine. With the present model each consumption test averages less than a minute.

## One Hears—

Of great interest in the Bicar—the Italian combined tanker-lorry.

That a vehicle of this type would be quite likely to meet many needs in Britain.

From many people that "Who's Who in the Motor Industry" is essential to their libraries.

That there were a lot of Easter "bonnets" on coaches and other vehicles travelling to our coasts.

That if only the weather will co-operate, the early Easter should give a longer and more profitable coaching season.

A suggestion from a member of Preston Chamber of Commerce that local businessmen should ride into the town on scooters or cycles to ease the parking problem.

From another member, the comment: "If they all have scooters you (the Borough Surveyor) will have to consider enlarging the infirmary."

A further remark: "Why cannot they use the buses?"

That the Institute of Mechanical Engineers are to publish a new quarterly, "The Journal of Mechanical Engineering Science," to be reserved for the presentation of papers and articles of the highest standard.

That the preparation of the first number is likely to take a month or two.

From Viscount Simon that "transport" means "getting through the door."

That to the hopeful aspirant to haulage, it may mean the same—the door being that of the Licensing Authority.

That British models at Geneva, although not in the Genevieve class, were even more popular.

That Sir Tom O'Brien has suggested that some of ITV's "fabulous and fantastic profits" should go towards subsidizing industries which are being destroyed by television—in particular the cinema.

A whisper: "Anything for the poor bus industry?"



"Do you know which are yours?"

## £20,000 Fine on Company: Four Officials Gaoled

IT took the jury at Leeds Assizes three hours, last week, to reach their verdict in the case of Bulk Liquid Transport, Ltd., and five of the company's officials. They retired after hearing a two-hour summing up by Mr. Justice Donovan of the eight days' evidence, and returned to announce that only one man was not guilty. The judge then sentenced the other four to terms of imprisonment and imposed a £20,000 fine on the company.

The man discharged was C. Burkenshaw, a 56-year-old clerk, who was found not guilty of conspiracy concerning drivers' hours, rest and records. Also acquitted of conspiracy was C. Kershaw, foreman, but he was found guilty of inducing perjury and was sentenced to six months' imprisonment.

Nine months' imprisonment was imposed on B. Skelley, traffic manager, who was found guilty of a similar charge of inducing perjury. His assistant, L. I. Hickson, and the foreman driver, W. Jennings, both received nine months for conspiracy.

Summing up, the judge said that in the past the company had done well and made large profits. Naturally, they wanted to keep their contract for acid deliveries between Billingham and Grimsby, but because this was a profitable run it was competitive. Therefore, hard work and long hours was the order of the day for drivers.

When heavy tankers containing sulphuric acid were on the road it was necessary for Parliament to lay down laws to ensure the safety of the public and the safety of drivers. But there had been evidence that the company had flouted the law in these respects. They thought it essential that the run should be done in one stretch of duty.

The journey could be done in 11 hours, but it often took more. However, the company did not care if a driver was on

the road longer than 11 hours—they just paid him for the extra time. There had been evidence of drivers working more than 14 hours out of 24, which meant it was impossible for them to have 10 hours' rest.

Evidence had also been given that the drivers' records were false, and all the defendants had been connected with these records in one way or another. Many drivers had stated that they were told to alter the records and had been specifically instructed to enter wrong times on their sheets.

No director of the company had given evidence about what the intention was in this respect, but the records had no innocent errors: they had been deliberately and dishonestly falsified. The vital question was not whether the Billingham-Grimsby run could be done in 11 hours, but whether drivers had to do it in 11 hours or more without rest.

The five officials were servants of the company and if they were acquitted the company must also be acquitted. However, if some of them were found guilty that meant the company were also guilty. According to the prosecution, Bulk Liquid Transport did not care if the law was broken, and the five officials were acting on orders from somebody in authority. Yet not one member of the board had given evidence.

After announcing the sentences, the judge ordered the company to pay costs.

## Budget Relief for Road Transport?

RELIEF for road transport is believed at Westminster to rank high on the list of tax concessions expected from Mr. Heathcoat Amory when he opens his Budget next Tuesday. After months of pressure both inside the House of Commons and behind the scenes M.P.s confidently hope that the Chancellor will help the industry in two ways:—

1. He will either abolish or drastically cut the purchase tax on commercial vehicle chassis.
2. He will cut the motor fuel tax—most probably by 6d. per gallon.

It is as certain as anything can be on the eve of a Budget that the Chancellor will announce a drastic overhaul of the whole purchase tax structure, including substantial concessions in various parts of the range. The tax on commercial vehicle chassis is regarded as a particularly glaring case of discrimination.

Deputations, both from the industry and from Members of Parliament, have pleaded in powerful terms for this tax to be ended. It is believed that Mr.

B30

Amory has been most impressed with the case that has been put up.

On the prospects of a cut in motor fuel tax, M.P.s point out that in a year when there is some slack in the economy, nothing could do more to stimulate demand than to make it possible to cut transport costs. Here, too, there have been strong representations from various industrial deputations to the Chancellor.

Rural M.P.s are hoping Mr. Amory will at long last announce Government action to help country bus services. There are hopes that the Chancellor will announce a full-scale inquiry backed by the Government into the whole question of rural transport costs.

### REPLACING I.D.T.

NOW that the Industrial Disputes Tribunal has been wound up, the London Transport Executive have written to the Transport and General Workers' Union to suggest that some new system of arbitration to take its place be established.

## Take-over of Northern Ireland Trailers

IN a deal involving well over £500,000, Northern Ireland Trailers, Ltd., have been taken over by Coast Lines, Ltd., who also own the Belfast Steam Ship Company and Laird Lines, Ltd.

Northern Ireland Trailers was floated six years ago with a registered capital of £40,000, and each year turnover has increased. Besides operating Larne-Preston and Larne-Ardrossan ferry services, the company run a large fleet of lorries and containers in a United Kingdom network.

Coast Lines say that operations will remain unchanged—important news for Larne, where it was feared that the take-over would mean trade being lost to Belfast. Mr. E. Perceval is to remain in charge of operations at Preston.

### TWO NEW FERRY SHIPS TO COST £1,600,000

TWO road vehicle ferry ships, costing about £800,000 each, are to be built at Troon, Ayrshire, for the Transport Ferry Service. They will go into service between Tilbury and Antwerp and between Preston and Larne.

Mr. John Bustard, director and general manager of the Atlantic Steam Navigation Co., Ltd., said last week that the first of them would probably be available by the end of next year, whilst the second would be completed early in 1961.

The two ships will be slightly larger than the "Bardic Ferry" and "Ionic Ferry," which went into service in 1957 and 1958, but the design will be similar. With an overall length of 360 ft., they will have space for 100 lorries, together with extensive facilities for the carriage of containers. There will also be accommodation for 35 drivers and passengers. Both ships will be fitted with stabilizers.

### BIGGER BUSES PROVING THEIR VALUE

AFTER a short period of operating six A.E.C. Bridgemasters, Sheffield Transport Department have reported on possible economies through using larger-capacity buses. They say the saving known at this early stage of running the Bridgemasters is £2,000 a year.

It is pointed out that three of the larger vehicles can accommodate all the passengers which four standard buses would carry. This means a reduction in the cost of maintenance, garaging and cleaning.

The report draws attention to the fact that this year's £25,000 operating surplus will probably turn into a £140,000 deficit by the end of the next financial year.

### SUSPENSION CONVERSION KIT

CONVERSION kits to enable conventionally sprung vehicles to be fitted with pneumatic suspension systems can now be supplied by the Dunlop Rubber Co., Ltd. The kits are designed to avoid extensive modification and cost.

This equipment has already been installed in trailers and in vehicles having a range from 10 tons to 30 cwt.

## Terms of B.R.S. Agreement for 30 m.p.h. Working

AGREEMENTS have been reached by British Road Services and the Transport and General Workers' Union on the revision of the calculation of drivers' pay with the introduction of running schedules based on the 30-m.p.h. speed limit. The most important aspect is a compensation scheme for drivers who now do their journeys quicker.

The various modified agreements are to come into effect at the same time as new schedules are introduced.

A grading system is to be brought into effect for the benefit of men whose experience qualifies them for the driving of vehicles involving higher pay, but who cannot be promoted because there are no vacancies at the depots at which they are employed.

The system provides for "vacancy areas" covering either one depot or a group reasonably close to one another. Joint committees will determine suitable vacancy areas, and promotions will be available for all drivers at the depots in any one.

### Training for Higher Pay

New entrants will normally start work on the lowest-rated vehicle in the depot at which they are recruited, but they will be given the opportunity to train for higher-rated vehicles. After passing a test, they will be placed on the area promotion lists, covering all depots. Vacancies will be offered on a seniority basis.

Any driver promoted to a higher-rated vehicle will be on probation for a year before being permanently rated at the higher pay. He will retain his higher rating even if he may occasionally be required to drive lower-rated vehicles, but he may be down-graded at his own request or by disciplinary action.

For existing staff, arrangements have been made that those who have served a year at their present grade will be rated as permanent in that grade; others will be given permanency on completion of 12 months.

The compensation scheme is to take the place of the various bonus systems inherited from the acquired undertakings, who paid for extra effort in many different ways. The scheme is based on three factors. The first is the length of time during which a man has been receiving any kind of bonus under previous rules, and the second is the amount of bonus either in cash or hours. Third comes the regularity with which any bonus has been paid.

### £12 10s. a Point

Points, each worth £12 10s., are to be allotted in accordance with the first factor. A man who gained bonuses before the coming of B.R.S. and continued to earn them under nationalization will be awarded 10 points. Those who started working to a bonus on or after January 1, 1949, and before January 1, 1954, will get eight points, and those who qualified after January 1, 1954, and before July 1, 1957, up to October 1, 1958, will have three points. Those who started work on a bonus basis after October 1 last year will get one point.

In respect of the second factor, if payments have been greater than for 11 hours plus one, the points will be increased by the appropriate fraction; if less, they will be reduced. Concerning the third factor, if payments have been less frequent than continuously for five or six shifts each week, the points will be proportionately reduced. No payment will be made for purely casual working.

This scheme has been negotiated to reimburse drivers for loss of accustomed earnings. An official of the Union told *The Commercial Motor* on Tuesday that one of its most notable effects would be the end of the 66-hr. guaranteed week affecting drivers in the Fisher-Renwick section of B.R.S.

Other negotiations have affected payment for night work. All workers whose hours of duty entail employment between 9 p.m.-6 a.m. are to be paid night money for all time worked between those hours. Night money will be at the rate of one-fifth the plain time rate of the man concerned. A designated night worker will be paid night money for the first nine hours worked in any period of night duty.

Rates for stores' men and senior stores' men in the maintenance and repair grades have been increased by 6s. 6d. and 7s. 6d. a week respectively. Rates for juveniles have been raised in proportion. These increases are back-dated to November 10, 1958.

### SCREEN OPENED: "NO-WIPER" CHARGE FALES

BECAUSE the windscreen of his vehicle was of the opening type, a driver got off a charge of not having a wiper at Stourport last week. Reginald Leonard Beeston, Sutton Park Road, Kidderminster, admitted not having a wiper on his lorry, but said that the law was that a vehicle should have a wiper or a windscreen that could be opened to give a clear view. His lorry had such a windscreen.

The chairman: "You are perfectly in the right, but I don't think it is very good law."

Beeston was fined £1 for not having an exterior mirror on the off side of his vehicle although he pleaded that in addition to the interior mirror there was one on the near side.

### ONE-MAN BUS WITHDRAWN

AFTER a mass meeting of bus crews, the Mexborough and Swinton Traction Co., Ltd., have stopped the experimental running of a one-man bus. It is understood that drivers were prepared to operate the vehicle only on terms which were not acceptable to the company.

## A Record Turnover for Transport Development

LAST year's turnover of Transport Development Group, Ltd., increased by £516,000 to a record figure of £3,398,000, Mr. P. S. Henman, chairman, announces in his annual statement. So far this year business has been at a lower level than in the first six months of 1958, but there are signs of a general revival of trade later this year.

"The year was marked by a general running-down of stocks by merchants; traffic tended to move in smaller and more frequent consignments, and in some branches of our activities, particularly in road transport, competition was intense," Mr. Henman says. Expenditure was reduced, and a common system of budgetary control throughout the group was perfected.

The group haulage fleets were increased to nearly 500 vehicles. Many of the new vehicles were supplied on contract to traders.

Mr. Henman foresees that direct road haulage from Britain to Europe "will form a permanent part of the structure of the import and export trade."

A large freehold site in Millwall is to be developed to provide garage and maintenance facilities of the latest design and a modern office block for J. Spurling, Ltd., one of the biggest haulage companies in the group.

"It is our intention," says Mr. Henman, "to acquire additional subsidiary companies and to widen the range of group activities. We welcome approaches from companies which might fit into the group pattern. . . . We seek from them a sound profit record and a virile management wishing to continue in the service of the group. In return we offer them all the benefits of a large-scale organization, with capital for development and expansion, without any loss of their individual identity, goodwill or traditions."

### COACH FARES DOWN

TO encourage more people to take their annual holidays in June and September, coach operators at Bristol have decided to reduce their fares to resorts in the South and South-west throughout the year, except for July, August, Easter Monday, Whit Saturday and all Saturdays in June.

The scheme has been approved by the Western Traffic Commissioners. As an example of the reductions, fares from Bristol to Exmouth and Swanage go down from 12s. 6d. to 10s.

### LINCOLN BUS HOPES

HOPES that Lincoln Transport Department would be free of debt before long were expressed last week by the Mayor, Cllr. L. H. Priestley, when he welcomed members of the Municipal Passenger Transport Association to Lincoln Guildhall.

He told them: "Before very long we feel we shall be able to put into operation something which is going to stabilize our undertaking and remove our debt once and for all."



## Trent Chairman Warns: "No Budget Relief Will Mean Higher Fares"

UNLESS the bus industry gets some relief in the Budget, the Trent Motor Traction Co., Ltd., will almost certainly have to seek "some upward adjustment in fares." This warning was given last week by Mr. R. J. Ellery, chairman, at the company's annual meeting. Only through the overdue reduction or abolition of the fuel tax could a period of fares stability become possible, he said.

Listing some of the more recent difficulties Trent had encountered, Mr. Ellery drew attention to the introduction of short-time working in some local industries, the end of Saturday work at collieries, and the relaxation of credit restrictions.

He went on: "The removal of the restrictions which had for so long applied to hire-purchase arrangements meant that motor scooters, motor-cycles and cars, all of them serious abstractors of traffic from public transport, were brought within easier reach of the man in the street.

"This has increased the competition to which this company and the industry as a whole have been subject for some considerable time. It is not merely a case of a bus passenger acquiring his own means of transport; as well as losing him, we lose those for whom he provides transport to and from work, and we also suffer at week-ends and in summer because people who would otherwise be catered for by bus operators are carried by the car owner.

"Moreover, with goods such as washing machines, television sets and the like made more easily purchasable, competition for the cash in people's pockets is again increased."

### Costly Opposition

Mr. Ellery thought it fortunate, therefore, that last year the company had managed to avoid raising fares. On this subject, he was critical of the objections often put forward by local authorities—intense and costly opposition to applications which sometimes concerned only modest fare adjustments.

"The result is that the hearing is frequently protracted and involves the objectors in considerable expense, a large part of which often falls on the rate-payers," he said.

"By all means let those who regard themselves as guardians of the public interest carefully examine all proposals for increases in fares and make such representations as they think fit, but let them remember that bus operators are not so uncommercial in outlook as to seek fares which are beyond the ability of the public to pay.

"Above all, let them remember that those who have the last word are the quite independent and impartial Traffic Commissioners."

Discussing recent economy measures, Mr. Ellery described how a revised maintenance programme had been introduced which extended the period between docks

and overhauls. The installation of steam chassis cleansing had cut overhaul costs at Derby works, whilst at a Nottingham garage mechanical washing facilities had now been fitted.

Clerical labour had been reduced at Derby Bus Station through modernizing the cash office and installing a night safe. In addition, there had been a further



(Left) Mr. K. Dean, the new director and general manager of Aberdeen Tyre Service, Ltd., and Tyre Economy, Ltd. (Right) Mr. J. S. Gamble is now manager of Dunlop's commercial vehicle division in the Midlands.

## Men in the News

MR. GEORGE WILLIAM DUNKLEY has been made a director of the Westinghouse Brake and Signal Co., Ltd.

MR. H. WHITEHOUSE has been appointed Glasgow branch manager of the Mercantile Credit Co., Ltd. He was previously a representative in that city.

MR. J. S. GAMBLE has been appointed Midlands manager of the Commercial Vehicle Division of the Dunlop Rubber Co., Ltd. He was previously a general sales representative in the Nottingham area.



reduction in service mileage during the year.

A considerable amount of duplicate mileage had been cut out through the garaging of 12 vehicles at a sister company's depot in Mansfield.

New vehicles bought during the year comprised 22 double-deckers, all of them 73-seaters, and 10 41-seat semi-coaches. The company had on order 50 73- or 78-seat Leyland Atlanteans.

Mr. Ellery welcomed the Minister of Transport's proposal for a 40 m.p.h. bus speed limit, but he hoped there would be second thoughts. From the safety aspect it would be better for the restriction to be removed altogether, as this would enable an even traffic flow to be maintained.

### STOKE ROUND ON JULY 19

JULY 19 has been fixed as the date for the Stoke-on-Trent round of the Lorry Driver of the Year Competition. Entries should be sent to the town clerk, Town Hall, Stoke-on-Trent, not later than June 19. The site of the test has not yet been finally determined.

The programme for the competition this year is as follows: Weymouth, April 18; Manchester, May 3; York, May 10; Birmingham, May 24; Coventry, June 14; Leeds, June 21; Southend-on-Sea, June 28; Portsmouth, July 4; Slough, July 12; Oxford, Plymouth and Stoke-on-Trent, July 19. The final contest will be held at Baginton, Coventry, on September 20.

MR. W. A. J. MITCHELL, assistant traffic superintendent of Birmingham City Transport, has been appointed traffic superintendent in succession to MR. J. G. McDONNELL, who has retired. Mr. Mitchell is replaced by MR. T. HAYES.

MR. JOHN D. MCGREGOR has been appointed general sales manager of Trojan, Ltd. He was formerly general manager of Lambretta Concessionaires, Ltd. MR. CHARLES GOSLING has become commercial vehicle sales manager of Trojan. Before taking up this appointment he was works manager of Lambretta and was for six years manager of the Tooting branch of Express Motor and Body Works, Ltd. MR. BRIAN PATERSON, Lambretta's public relations officer, has been appointed public relations manager, covering the activities of Trojan, Ltd.

MR. K. DEAN, London branch manager of Tyresoles, Ltd., has been made director and general manager of the Aberdeen Tyre Service, Ltd., and Tyre Economy, Ltd., and will be based at Glasgow. His replacement in London will be MR. W. J. FRANKLIN, formerly Birmingham branch manager. MR. A. A. MACKIE, a Tyre Economy director, has joined the board of Aberdeen Tyre Service and becomes resident manager at Aberdeen. There he replaces MR. W. ADAMS, who moves to Birmingham. MR. J. R. B. MACKIE has taken over the new post of sales manager for the two Scottish companies.





## Fantastic economy but a "Leyland commonplace"

says this bus operator

Well, here we are again . . . an oft-repeated tale . . . but it drives home the point that for maximum performance at minimum cost, **YOU'VE GOT TO OPERATE 100% LEYLAND!** There is no alternative. Added to the fact that their fuel and maintenance costs are fantastically low, they are backed by an at-your-door-service organisation that keeps all Leylands in non-stop peak earning trim. Small wonder that Newmans of North Island (N.Z.) are converted to the 100% Leyland tradition.

**262,255 miles**  
before major overhaul  
**130,000 miles** before first  
valve grind  
**Crankshafts still standard**  
after 400,000 miles

### NEWMAN BROTHERS (NORTH ISLAND) LIMITED PASSENGER SERVICES

The Manager,  
Leyland Motors Ltd.,  
AUCKLAND.

3rd October, 1958

Dear Sir,

Some years ago we set out to standardize our Fleet and it gives us much pleasure to advise you that we are now one hundred per cent Leyland.

We are using Leylands exclusively on our Coach Lines because of their:-

Reliability (essential for passenger services).  
Extraordinary low maintenance cost per mile.  
Excellent spare parts service.

The thirty-one Leylands in our Fleet are doing a magnificent job as these figures, taken at random, show:-  
Total mileage last year - 1,556,730.  
A Royal Tiger doing 262,255 miles before a major overhaul.  
First valve grind at 130,000 miles.  
Differentials in excess of 310,000 without an overhaul.  
Crankshafts in excess of 400,000 miles and still standard.

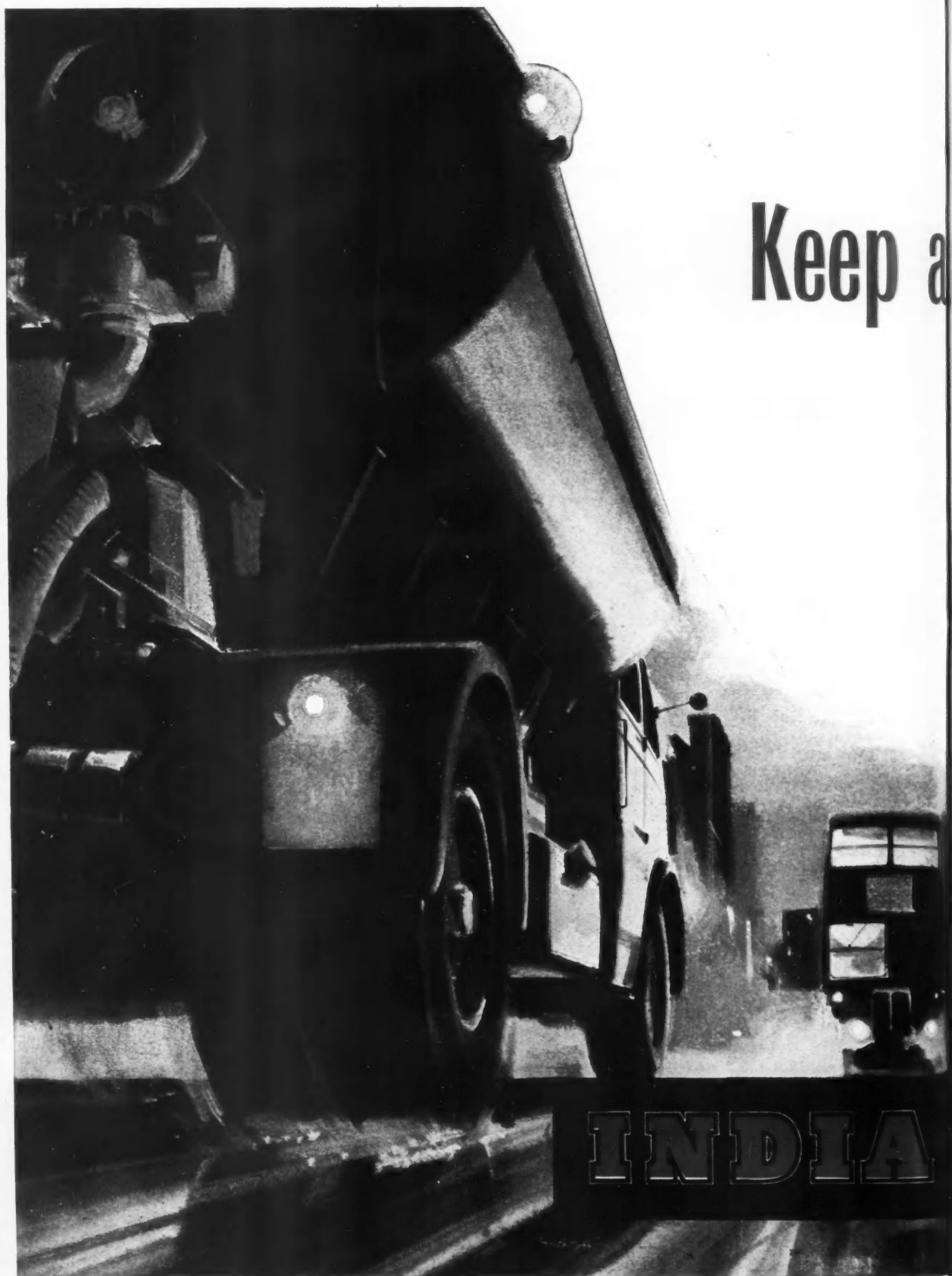
With performances like these commonplace, we are more than satisfied with our Leyland Fleet.

Yours faithfully,  
for NEWMAN BROTHERS (NORTH ISLAND) LIMITED

*R. Furman*  
Managing Director

# Leyland

**FOR WORLD BEATING ECONOMY**



Keep a co

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# ep a cool head over tyre costs!

## India giant tyres run cooler—last longer

The true test of tyre value is on the road. Exhaustive tests in the laboratory and on the road by large transport organisations have proved that INDIA Red Flash giant tyres give longer wear, lower cost per mile. The new INDIA Red Flash giants mark today's greatest advance in giant tyre development. They have been built with an entirely new casing design—new compounds give greater toughness to side walls and tread, new cord dipping techniques strengthen the bond between rubber and cord. This gives cooler running, greater strength and resiliency, less tread wear.

### COOL RUNNING UNDER LOAD PREVENTS TYRE BREAKDOWN ON THE ROAD

INDIA giant tyres are specially designed to run cool under all conditions of load and road. They give longer wear, less time 'off the road' due to breakdowns—and that means greater economy. In addition to being cooler running, INDIA giants give greater grip, better road holding and more miles per gallon because all the power of your vehicle's engine is transferred to the road.

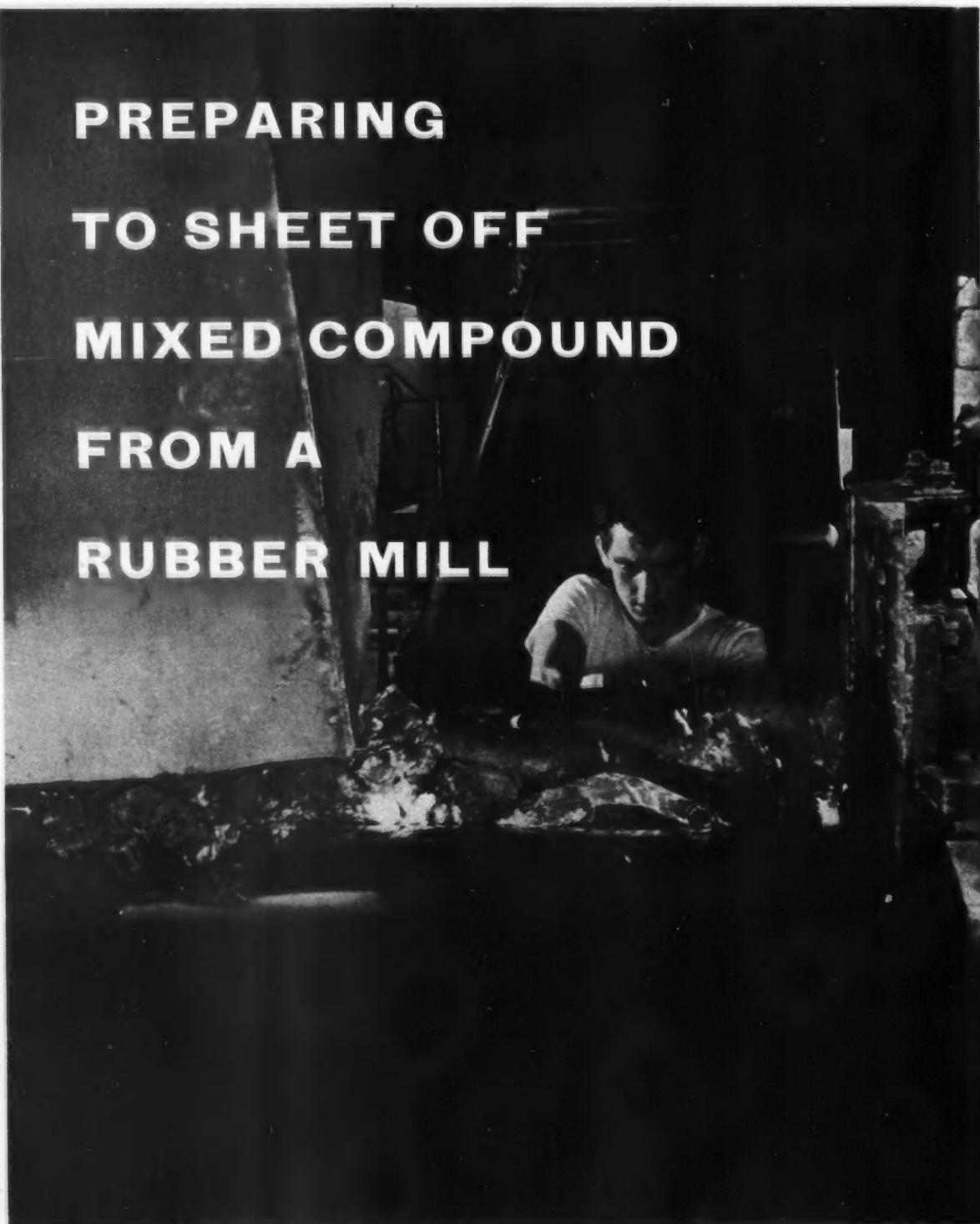
*The new faster motorways will mean longer runs at maximum speeds and extra strain on tyres—fit INDIA Red Flash giants and carry more loads farther, faster, at lower cost.*



## Red Flash giant tyres

### FOR THE LOAD IN A HURRY!

# PREPARING TO SHEET OFF MIXED COMPOUND FROM A RUBBER MILL



(By courtesy Engineering Ltd., photograph by Walter Nurnberg.)

Whilst this is an operation common to any rubber mill, our study seems particularly and happily to catch the spirit of **EMPIRE RUBBER—RUBBER BONDERS**. Over a ton of mix an hour is handled by this operator and here he is seen adding the sulphur to the mix. This requires a high degree of skill, for good dispersion is essential. The take-off conveyor behind him duly carries away the product of his work for cooling, slabbing and storing.

Empire Rubber Company—Rubber Bonders Limited are designers and quantity manufacturers in rubber and synthetic rubbers. Principally they serve the motor, transport and engineering industries where their help is enlisted in the use of rubber as an integral part of engineering design. In these days of advanced techniques, Empire Rubber—Rubber Bonders solve many manufacturing problems.



# Rolling out the barrel



## —FOR WATNEYS

Whether it is in bulk, barrel or bottle, many leading Brewers believe beer is best—carried in Southall-built vehicles. Watneys, for instance, chose this "Mammoth Major" 6 for long runs from brewery to bottling plant—and use the tank as an ingenious "reminder" advertisement at the same time.

For the bulk handling of liquids the big "Mammoth Major" is the outstanding choice. Why? Because with four chassis lengths from 20 to 30 ft. it is adaptable for any type of tank, because its 125 or 150 b.h.p. A.E.C. engine gives all the sustained power needed for long heavy hauls on rigorous schedules—and because the largest of the A.E.C. "heavies" has behind it nearly 25 years of proved dependability.

What's more, both the six and eight wheeler "Mammoth Majors" are renowned for their unfailing ability to work round the clock on the barest of maintenance costs—another reason why they are chosen again and again for bulk liquid transport.

### OTHER "MAMMOTH MAJOR" FEATURES ARE:

- Four-spring suspension
- Alternative final drives; optional overdrive
- Five-speed constant-mesh gearbox
- Compressed air brakes
- Power-assisted steering optional



## A.E.C. "MAMMOTH MAJOR"

—for dependable bulk transport

A.C.V. SALES LTD • A.E.C. WORKS • SOUTHALL • MIDDX

**A.L.C.**

**'BULKER'**

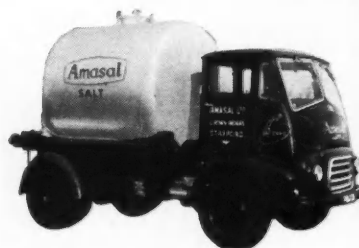
**TRANSPORTERS**

For the transportation and high-level discharge (65 ft. or more) of dry powders in bulk—

**CEMENT, GROUND LIMESTONE, PULVERISED FUEL ASH, FILLERS, FLOUR, SALT, ETC.**



303 cu. ft. capacity A Alloy  
Photograph by permission of Blue Circle Cement



256 cu. ft. capacity A Alloy  
Photograph by permission of Amasal Ltd.

**This  
to this, or this**



As a "Bulker" Transporter



As a Flat Platform Lorry

Rapid and complete interchangeability of the Container, Flat Platform and Tipper Body units from the chassis ensures maximum payload whether carrying in Bulk or Bags.

**A.L.C. 'BULKER'**  
Transporters are constructed of Aluminium Alloy, Mild Steel or other material to suit the nature of the powder to be carried. They can be fitted to Rigid Chassis, Semi-Trailers or Trailers. Filled by gravity. Discharge against gravity is effected by low-pressure air (10 lb. per square inch maximum).



As a Tipping Lorry

- Maximum Payload
- Quick Turn-round
- Complete Discharge
- No Dust or Waste
- Load Protected from Weather and Pollution

*Best for Bulk*

(Pat. No. 717701)

Reg. Design 865979

**AMALGAMATED LIMESTONE CORPORATION LIMITED**

(Bulk Handling Dept.) 15 Stanhope Gate, London, W.1. Telephone: GROvenor 3611 (10 lines)

# *The NEW* **Firestone** **SUPER MILEAGE LUG**

## **THE DUAL-PURPOSE REAR-WHEEL**

**TRACTION TYRE** with all  
the features you're demanding

### **POWER BITE TRACTION**

Be it on main roads, by-roads, or no roads the Super Mileage Lug tyre's cross grooves, heavy shoulder lugs and circumferential ribbing will combine to give maximum bite and traction and long safe wear. The dual-purpose Super Mileage Lug helps reduce mechanical maintenance too. Many so-called dual-purpose tyres slip and spin causing undue strain on engines and transmissions. But with the **POWER BITE TRACTION** of the Super Mileage Lug, this profit-draining problem is practically eliminated.

### **MORE SKID DEPTH**

Deeper non-skid pattern than in ordinary highway tyres gives thousands of miles of sure-footed highway hauling.

### **SUPER STRENGTH BODY**

Super Gum-Dipped, Tension-Dried cords make a really strong, durable body which gives big dividends in tyre mileage and vehicle efficiency.

## **OUTPULLS AND OUTLASTS**

any tyre of its kind. Specially designed for on-and-off-the-road service where a large part of the work is off-the-road and particularly severe.

### **EXPERIENCE COUNTS**

45 Factories throughout the world.  
Firestone total sales exceed £1,000,000 per day.

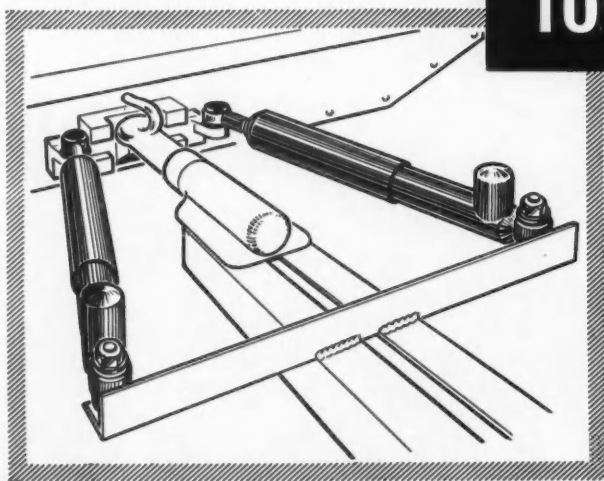




WITH THE

# GIRLING

PATENTED  
TOWING STABILISER



Towing a heavy trailer, a caravan, or a horse-box, can be an uncomfortable, and often dangerous business. It needn't be with this new easily fitted hydraulic damping device from Girling.

The twin hydraulic dampers resist any tendency of the trailer to get out of line with the towing vehicle, thus giving less tiring, safer journeys, and increased confidence on every type of road.

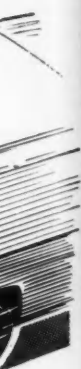
All things considered, it's well worth having this device fitted to any trailer. For the sake of efficiency you'll want to, for the sake of safety you ought to.



GIRLING LIMITED • KINGS ROAD • TYSELEY • BIRMINGHAM 11



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## "Special A" Buyers Told: "Be Careful"

**G**RANTING a haulier's request for a public A licence to replace his special A, Mr. J. A. T. Hanlon, Northern Licensing Authority, warned at Carlisle, on Tuesday, that the case should not be treated as a precedent. Special-A operators could not claim a specific right to a public A when their licences expired, he said.

Unless they could prove that the vehicle was being usefully employed it was doubtful if their applications would succeed.

Mr. Wilfred Brown, Thursby, near Carlisle, said he acquired his special A on December 2 last year and it expired on March 17. He now wanted a public A instead, and he produced figures to show that the vehicle had been usefully employed since December.

Mr. T. H. Campbell Wardlaw, who represented him, was asked by Mr. Hanlon: "Suppose he buys a special A licence today and works the vehicle all day to the North of England and in Southern Scotland, then comes along for a full A licence?"

Mr. Wardlaw: "That is a question being posed to me from all quarters."

Mr. Hanlon: "Well, I am posing it to myself."

Mr. F. H. McHugh, for the British Transport Commission, said that in this case it did not appear that a redundant vehicle was being brought into the industry, so a licence could be granted. But it should not create a precedent.

Mr. Wardlaw submitted that if the Authority was satisfied that there was an actual going concern connected with the licence—even on such figures as Mr. Brown had produced—the haulier was entitled to a grant. There was nothing in the Acts which gave operators an absolute right to renewal, but he thought Parliament had envisaged renewals on expiry.

Mr. Hanlon replied that applicants should be careful. "People who are buying special A licences must produce some evidence that there is a business. If a man turns up after acquiring a special A licence and there is no business, he won't get a licence."

However, he thought that in Mr. Brown's case there was a business, so the application would be granted.

## PLASTICS MILK TANKS

**A**RANGE of plastics milk tanks is being produced in America by the Heil Co., Milwaukee, Wisconsin, and a novelty is that the tanks are rectangular in section, giving a low centre of gravity and low overall height.

These new tanks are known as Low-Lite, and they are said to be lighter than the original elliptical plastics tanks introduced by the same company five years ago. The tanks have solidly bonded walls and V bottoms with rounded corners to give fast and complete drainage. They are said to withstand temperature changes and are claimed not to discolour, stain or rust.

## "Electric Blanket" to Beat Road Ice

**A**PIONEERING effort in the electrical heating of a roadway is to be carried out at the Mound, Edinburgh, one of the city's main traffic arteries. With a steep gradient facing north, which gives rise to difficulties during winter weather, this is regarded as an ideal site for an electrical road heating installation.

Approval for putting down an "electrical blanket" at the Mound was given last week by Edinburgh Works Committee. The cost of installing the insulated cables, which will be 1½ in. below the surface, will be £4,556, plus £1,000 for control equipment.

The equipment will operate in conjunction with humidity and temperature. Experiments carried out in Edinburgh have shown that no difficulty is experienced in maintaining the surface of experimental panels in a frost-free and dry state throughout a period when the temperature is as low as 20° F.

## NEW GOODYEAR APPOINTMENTS

**I**T was announced on Wednesday that Mr. W. H. J. Underhill had been appointed manager of the western division of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., with headquarters in Bristol. He succeeds Mr. H. Dillistone, who will retire shortly.

Mr. F. K. Wheatley, formerly manager of truck tyre replacement sales, has been appointed assistant manager of the Government and national accounts division.

## OBITUARY

**W**E regret to record the death of Mr. GLYN JENKIN JONES.

Mr. Jones, aged 59, founded Aber-Carriers (1954), Ltd., of which he was managing director and chairman. He began in haulage 39 years ago with two vehicles: the company now operate 30.

## MORRIS STRIKE ENDS

**T**HE strike of 32 maintenance electricians at the Adderley Park works of Morris Commercial Cars, Ltd., ended on Wednesday after nearly six weeks. The loss of production was placed at some £750,000 a week. The dispute, which concerned the employment of a non-unionist, will now be dealt with through constitutional machinery.

## REGULAR MEDICALS?

**F**OLLOWING the death at the wheel of a Newcastle upon Tyne trolleybus driver, the transport committee have set up a sub-committee to consider the possibility of arranging regular medical examinations for bus drivers. At present it is possible for a man to go many years without a check-up.

## NEW SIMMS ACQUISITION

**T**HE acquisition of the whole of the issued share capital of Aircraft Steel Structures, Ltd., by Simms Motor and Electronics Corporation, Ltd., was announced on Wednesday. Simms have held a third of the shares since 1956. Aircraft Steel Structures are precision engineers.

## 12 Revocations in Year: New Rules

**D**URING the year ended September 30 last, 12 carriers' licences covering 16 vehicles were revoked and 18 covering 36 vehicles were suspended. In the previous year, three licences covering three vehicles were revoked and three covering five vehicles were suspended. This was stated by Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport, in the House of Commons last week in reply to Mr. Ernest Davies.

Mr. Nugent told Mr. E. Johnson (Cons., Blackley) that it had been decided to recirculate for comment some original proposals concerning regulations about direction indicators where substantial modifications seemed to be required. It had taken longer than expected to draft regulations.

Mr. T. Williams (Soc., Don Valley) learned from Mr. Nugent that it was hoped that work would begin on a motorway by-pass for Doncaster in the early summer, and that it would be finished in about two years.

Since the end of 1954, about 90 miles of new trunk road had been completed, and it was expected that about 180 miles would be finished in the next two years. In addition, preparatory work was going ahead on some 840 miles, Mr. R. S. Russell (Cons., Wembley South) was informed.

During the next three years, it was expected that work to the value of £3m. would be authorized on the London-Colchester road, the Minister told Mr. J. Ridsdale (Cons., Harwich), who felt that this route was not getting its fair share of spending.

In a written reply to Mr. R. Gresham Cooke (Cons., Twickenham), the Minister said that he hoped to have the report of the London Roads Committee soon.

## PEASE TRANSPORT DO WELL IN SCOTLAND

**T**HE first full year of operation of Pease Transport (Scotland), Ltd., had been profitable, Sir Ian D. Lyle, chairman of Silvertown Services, Ltd., told the shareholders last week.

Pease Transport (Scotland), Ltd., Pease Transport, Ltd., and Silver Roadways, Ltd., are road haulage subsidiaries of Silvertown Services, who are associated with the Tate and Lyle group.

Sir Ian said the companies had continued to give good service to Tate and Lyle in handling both raw and refined sugar. The Scottish company were serving the Greenock refineries with raw sugar discharged in bulk from ships, and were building up white-sugar deliveries. Fisher and Stacey, Ltd., the maintenance organization, had efficiently carried out much of the maintenance for the group.

## MR. DICKINSON RETIRES

**P**RESENTATIONS were made on Tuesday to Mr. F. A. Dickinson to mark his retirement after 28 years as traffic manager of Ribble Motor Services, Ltd.

## Three Road Schemes Will Cost £14m.

THREE road schemes which will cost more than £14m. were mentioned in the House of Commons, last week, by the Minister of Transport, Mr. Harold Watkinson. He said he was making grants totalling more than £10m. towards them.

The projects are the duplication of the Blackwall Tunnel under the Thames, which will cost £7,500,000, the New Park Lane scheme, London, to cost £5,800,000, and the second section of the Birmingham inner ring road, costing more than £1,000,000. Already £3,200,000 has been spent on this ring road.

Work on the Blackwall Tunnel is planned to start this autumn, and will probably be completed in about five years. The tunnel will be about 250 yd. downstream from the existing one, running nearly parallel to it. The idea is for northbound traffic to use the existing tunnel and southbound traffic to use the new one.

Also starting in the autumn, the New Park Lane scheme will be the most comprehensive road improvement in Central London for 50 years. It has been designed to improve the flow of traffic at one of the busiest junctions in the country—nearly 100,000 vehicles pass around Hyde Park Corner alone every day.

The Birmingham project provides for another 620 yd. of road to be built with an overall width of 120 ft. The result should be to relieve severe congestion in the city centre.

### CEYLON PLAN FOR TYRES

A FACTORY which will produce 360,000 tyres and tubes a year is to be built in Ceylon under a Ceylon-Soviet economic aid scheme. The factory will be built in two stages. When the first is completed production will be 250,000 tyres and tubes a year, and maximum output will come with the completion of the second stage.

Leading Soviet engineers are planning the project. At present, Ceylon imports 120,000 tyres and 80,000 tubes a year.

### THEIR 49th CONVICTION

STATED at Sheffield, last week, to have had 48 convictions for overweight offences since 1952, R. Harrison and Son, Ltd., hauliers, Wakefield, were fined £10 after pleading guilty to using a lorry weighing over 24 tons. The driver was fined £2.

For the defence, it was stated that the company had only two convictions last year. That was "quite remarkable" for a concern with 33 lorries on the road.

### LIGHTING SURVEY

A SURVEY of lighting on all trunk and Class 1 roads is being carried out by the Government with the co-operation of local authorities. A consultative committee has been set up to co-ordinate methods of lighting in the London area.

This information was given by Lord Gosford in the House of Lords last week.

D2

### MUNICIPAL OPPORTUNITIES

Bucks Education Committee want a mobile library.

Keighley Corporation are to buy a cesspool emptier.

Brighouse Urban District Council require a sweeper.

Hale Urban District Council are to buy a refuse collector.

Horbury Corporation require a Thames Trader 3-ton tipper.

Gravesend Corporation are to obtain a Thames Trader 3-tonner.

Tydesley Urban District Council are to acquire a refuse collector.

Margate Parks Committee wish to obtain an Austin 10-cwt. van.

Croydon Transport Committee advise that a Thames tipper be acquired.

Exeter Transport Committee seek tenders for the supply of five double-deckers.

Todmorden Borough Council are to purchase a Bedford-Laire sweeper from Messrs. Daw.

Tynemouth Cleansing Committee have ordered a Bedford sweeper from Messrs. Gray Bros.

Newbury Housing Committee wish to buy an Austin van from Wheelers (Newbury), Ltd.

Wandsworth Borough Council are to purchase a Karrier Bantam tipper from Rootes, Ltd.

Marlborough Corporation are to buy a Karrier Bantam refuse collector from Messrs. Dobson.

Leamington Spa Highways Committee have authorized the purchase of a refuse collector.

Berwick Corporation are to purchase a Gibson-type refuse collector from Messrs. W. Thompson and Sons.

St. Marylebone Works Committee recommend that Smith and Hunter, Ltd., supply an Austin 5-cwt. van.

Houghton-le-Spring Urban District Council are to buy a Thames 5-tonner from Adams and Gibbon, Ltd.

Bury Corporation are to obtain an ambulance from Motor Repairs (Rochdale), Ltd. A tower wagon is required.

Heston and Isleworth Borough Council seek tenders for the supply of three 3-tonners and three 15-cwt. drop-siders.

Casertilly Urban District Council are to purchase a Karrier sweeper from Moorwell Motors, Ltd., and a Karrier cesspool emptier from T. and C. Button, Ltd.

## Only Buses Respect Speed Limit

WHEN Glasgow Police carried out a radar check on the speeds of vehicles using the restricted sections of the Edinburgh road, they found that buses were the only ones observing the 30 m.p.h. speed limit.

This was stated by Chief Supt. M. MacLeod, head of the traffic department, at a public inquiry in Glasgow, last week. The inquiry was ordered by the Secretary of State for Scotland. Both the Secretary of State and Glasgow Corporation have given notice of proposals to impose a 30 m.p.h. limit on the sections of the road at present unrestricted.

Objections have been lodged by the motoring organizations. Supt. MacLeod said the radar check showed that over the restricted sections the average speed of private cars was 32.2 m.p.h. Goods vehicles averaged 32.7 m.p.h., motorcycles 31 m.p.h., and buses 26.7 m.p.h.

The inquiry, conducted by Mr. Sinclair Shaw, Q.C., was adjourned.

### MINISTER'S MESSAGE

MEN employed on constructing the London-Birmingham Motorway found a message from the Minister of Transport, Mr. Harold Watkinson, in their pay packets last week. It congratulated them on their efforts to build 70 miles of dual carriageway in 19 months in face of atrocious weather conditions.

"You have seven months to finish the job before another winter sets in," he said. "If you succeed, it will be a great triumph for British civil engineering."

## Mechanic Injured in Depot Gets £1,625

A FORMER motor mechanic was awarded damages of £1,625 at Airdrie, last week, against Baxter's Bus Services, Ltd. The mechanic, Archibald Stanley, claimed that when he was employed by the company in 1954 he was knocked down by a reversing bus in their depot and now suffered from a heart condition and arthritis in one shoulder.

The company denied negligence, pointing out that the onus was on Stanley to keep a proper look out as he knew buses were constantly being moved in the depot. They also denied that his present condition was caused by the accident.

Sheriff T. Young, giving judgment, said it appeared Stanley was too busy lighting his pipe to realize that a bus was bearing down on him. However, buses should not be reversed without supervision in a depot—the same rules should apply there as applied on a public highway.

Stanley and the bus driver were equally to blame, the Sheriff decided. In assessing damages, he said Stanley had lost £1,900 wages up to last December, when he was due to retire. After retirement his working life might have been two years, so £600 would be awarded for this, and there would be a £750 award for solatium.

The total was £3,250, from which half would be deducted for Stanley's blame in the accident.

### MANCHESTER FORD SHOW

UNDER the title of the Ford May Fair, an exhibition of Ford products is to be held at the City Hall, Manchester, from May 8 to 16. In the commercial section there will be vehicles equipped with various types of bodywork, tractors, industrial units and accessories.

The exhibition will be open daily from 12.30 to 9 p.m., and tickets can be obtained free from the sponsors, H. and J. Quick, Ltd., H. E. Nunn and Co., Ltd., and Manchester Garages, Ltd. A similar show in 1957 was attended by over 100,000 people.

### R.H.A. SUB-AREA OFFICERS

THE following elections by sub-areas of the Road Haulage Association are reported:

**Coventry, Rugby and North Warwickshire:** Chairman, Mr. G. Braithwaite; vice-chairman, Mr. R. Allen; honorary secretary, Mr. J. W. Morley.

**Leamington, Warwick and Stratford-on-Avon:** Chairman, Mr. F. C. King-Smith; honorary secretary, Mr. W. A. Weatherhead.

### NO CUT IN STANDEES

A SUGGESTION that fewer people should be allowed to stand on Sheffield's new 76-seat buses has been rejected by the transport committee. It was put forward by the Transport and General Workers' Union, who claimed that crews were finding difficulty in coping with the existing maximum of eight standing passengers.



## More Regulations to Control Noise

FURTHER regulations to control noise emitted by vehicles were forecast last week in the House of Commons by Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport. They would follow the conclusion of voluntary agreements between the Ministry and manufacturers. The volume of noise would be set at a certain level, with a view to lowering it later.

Mr. Nugent pointed out, however, that the kind of noise was sometimes more significant than its intensity. He agreed that it was not easy to enforce the existing regulations concerning noise, but the problem was slowly being solved. There was already a voluntary agreement covering motorcycles.

Mr. Nugent was replying to a debate initiated by Mr. John Baldock (Cons., Harborough), who mentioned some kinds of lorry as excessively noisy and demanded far greater vigilance on the part of the police. He thought the present regulations were inadequate, and that the maximum permissible amount of noise to be permitted by each class of vehicle should be laid down in decibels.

Mr. Ronald Russell (Cons., Wembley South) referred particularly to gearbox noise from heavy lorries. The answer to this problem, Mr. Nugent said, was the progressive improvement in mechanical devices. He thought an increasing number of commercial vehicles would have automatic transmission systems.

### £2,885 BUS PROFIT TURNS TO A £4,839 LOSS

BUS operation in Londonderry for the year ended last September resulted in a loss of £4,839 to the Ulster Transport Authority, compared with a profit of £2,885 the previous year. After being given these figures last week, Londonderry Finance Committee agreed to support any pruning of services.

Commented Cllr. G. C. Austin: "Any organization which will allow its running costs to rise by £3,800 in a year when its income has fallen by £4,000 is, to say the least, inefficient."

### DRIVER SUES FOR £2,000

A LORRY driver is suing British Road Services for £2,000 following an accident at their Arbroath depot in December, 1955. The driver, George Kelman, broke his leg when he fell from a vehicle which he and two other men were loading with canvas rolls. He claims that his fall was due to the negligence of B.R.S.

The claim is being resisted on the ground that Kelman should have taken reasonable care for his own safety. The action will be heard at Dundee on June 9.

### ENGINES FOR FINNS

FOLLOWING the delivery of over 5,000 engines to the Finnish concern, Leyland Motors, Ltd., are to send 1,000 110-b.h.p. engines at the rate of 20 a week to Oy Suomen Autoteollisuus, A.B., Helsinki, the largest producers of commercial vehicles in that country.

### PROFIT AND LOSS

Perfecta Motor Equipments, Ltd., £149,651 group net profit.

F. Perkins, Ltd., £375,265 group net profit after £120,377 tax. No dividend.

Singapore Traction Co., Ltd., £84,816 net profit after £62,594 tax. Year's dividends 10 per cent.

Skefko Ball Bearing Co., Ltd., £610,373 net profit after £1,296,300 tax. Year's dividends 12 per cent.

L. Gardner and Sons, Ltd., £259,421 group net profit after tax. Year's dividends 13½ per cent. tax free.

Northern Commercial Vehicles, Ltd., £37,405 net profit after £42,165 tax. Year's dividends 3½d. per 4s. share.

Pollard Ball and Roller Bearing Co., Ltd., £152,738 net profit after £218,383 tax. Year's dividends 22½ per cent.

West Riding Automobile Co., Ltd., £73,001 net profit after £76,260 tax and £166,000 depreciation. Year's dividends 14 per cent.

Hoffman Manufacturing Co., Ltd., £625,002 net profit after £581,474 tax. Year's dividends 36 per cent., including 5 per cent. cash bonus.

## Micrograms . . .

**Oil in Dorset:** Oil has been struck in Dorset by the B.P. Exploration Co.

**New Dunlop Depot:** The Dunlop Rubber Co., Ltd., are to build a new tyre distribution depot at Peterborough.

**Licence Agreement:** Austria and the Netherlands have agreed to recognize each other's driving licences as valid for drivers in either country.

**International Conference:** The Institute of Materials Handling will hold their first international conference in London from May 6-8.

**By-passing Maidstone:** Mr. Harold Watkinson, Minister of Transport, will inaugurate work on the west section of Maidstone by-pass on April 13.

**Patent Hearings:** The Board of Trade have laid rules before Parliament to provide for the admission of the public to the hearings of certain patent disputes.

**Bus Depot Plans:** The Western Welsh Omnibus Co., Ltd., have prepared plans for a new bus station and garage at Milford Haven, Pembrokeshire.

**Trolleybuses Go:** Three trolleybus routes in North East London will be converted to motorbus operation on April 15. This will be the second stage of the £10m. conversion scheme.

**Agents for Oil:** Chas. H. Windschuegl, Ltd., London, E.C.3, have been appointed sole agents in the United Kingdom for Beverol motor and industrial oils and greases manufactured in Holland.

**Making Friends:** A joint committee has been formed by employees of the Ulster Transport Authority and Coras Iompair Eireann "to promote friendship" between busmen on opposite sides of the Irish border.

**New Lombank H.Q.:** Lombank, Ltd., have now moved to a new head office at Lombank House, Lombank Corner, Purley Way, Croydon. Lombank Banking, Ltd., will continue to operate from Lombard House, Curzon Street, London, W.1.

**York Distributors:** The Nightingale Engineering Co., Ltd., have been appointed York trailer distributors for Surrey, Sussex and all London postal districts south of the Thames. The Reading Garage Co., Ltd., are now distributors for a wide area round Reading.

**National Parks:** Of likely interest to coach-tour operators, the latest edition in the "Our National Heritage" series of picture books published by the National Benzole Co., Ltd., 195 Knightsbridge, London, S.W.7, shows beauty spots in the national parks and gives references to the road maps which the company also issue.

**Materials Handling:** Power conveyors, tractors, trucks and trailers manufactured by R. A. Lister and Co., Ltd., will be on show at the Universal Garage (Glasgow), Ltd., Alexandra Parade, Glasgow, E.1, from April 6 to 17 at a handling economy exhibition organized by the Caledonian Tractor and Equipment Co., Ltd.

## Illegal Haulage was Applicant's Evidence

"THIS is the first time I have ever been asked to grant a licence on the strength of evidence which deals with illegal carrying," said Mr. J. H. A. Randolph, Yorkshire Deputy Licensing Authority, at Sheffield, last week. He added: "It must be refused."

Mr. Isaiah Glover, Market Street, Shirebrook, wanted a B licence to carry out small furniture removals within a seven-mile radius. He said a similar application had already been refused, and an appeal against the refusal disallowed.

However, he now produced a book with a record of work which had been done by him in recent weeks for which a licence was necessary. He said in reply to Mr. Randolph that he did not realize it was illegal work.

He explained that when his previous application was refused, the Transport Tribunal told him to produce proof of demand for the type of work he envisaged. "So I just carried out furniture removals for people who asked me and entered all the jobs in the books as evidence."

Mr. Randolph: "The whole of the evidence given in support of the application is illegal. If I were to approve this I would, in effect, be saying that all an applicant has to do is to break the law, then bring a record of offences as evidence that there is a demand for which the licence is required."

The application was opposed by two branches of the Road Haulage Association. Mr. Glover said he would make a further appeal.

### NEW SOMERSET DEPOT FOR B.R.S. OPENED

A NEW general haulage depot has been opened at West Street, Wells, by British Road Services. The full facilities of the organization, including the special functions of B.R.S. (Contracts), Ltd., B.R.S. (Parcels), Ltd., B.R.S. (Meat Haulage), Ltd., and the Pickfords Division, are available.

The new depot comprises an extensive tarmacadam and concrete yard, in the centre of which an island site combines reception office and fuelling bay, a covered loading bank for eight vehicles, three-bay workshop and office block. Canteen and rest-room accommodation are provided for the staff.

The depot superintendent is Mr. W. C. Malin.

### BUS STATION IMPROVEMENT

A £14,000 extension to their covered accommodation at Pond Street bus station, Sheffield, was opened last week by the Sheffield Transport Department. It provides for the Peak District services to Castleton, Bakewell and Buxton, and for Maltby.

The new section is built of prefabricated units and is 360 ft. long and 14 ft. wide. The six loading platforms have queuing accommodation for 500 passengers, with a 7-ft. gangway for the movement of other passengers under cover.

## Wolverhampton Wants More 68-seaters

AFTER several months' experience with a specially designed 30 ft. long bus seating 68 passengers—12 more than in most of the city's buses—Wolverhampton Corporation have ordered a further 20 chassis from Guy Motors, Ltd.

These Guy Arabs will incorporate Gardner 6LW engines and will be fitted with M.C.W. bodywork. The total cost will be about £116,000.

The "Big Guy," based on an Arab chassis, went into service in Wolverhampton immediately after making its first appearance at the 1958 Commercial Motor Show. It was intended primarily for use in overspill and rural areas, where ordinary buses were crowded at peak periods. Apart from its size, a major feature is the front-entry platform, with an air-operated sliding door controlled by the driver.

Mr. D. P. Martin, the transport department's engineer and deputy general manager, said the extra size had not proved a handicap in built-up areas, but there would be some minor modifications to the new vehicles. The gearbox would be semi-automatic instead of automatic, so that all vehicles could cope adequately with conditions on any route. Also, by cutting down luggage space required on rural services, it would be possible to fit another four seats.

*An experimental Guy Arab 30-ft.-long 68-seater loading in the centre of Wolverhampton.*



## Appeal Likely by Driver Whose Seat Moved

AN appeal is likely to be made by Wilfred Eric Thomas, Brickbridge Lane, Wombourne, against his conviction by the Wolverhampton stipendiary magistrate on a charge of failing to conform to traffic signals. The day after the vehicle he drove had been returned from a local concern who had fitted a new floor in the cab, Thomas applied the brakes at a junction with traffic lights, but the seat moved.

A collision with another vehicle occurred. Thomas told the police that he snatched at the hand brake but too late. Police found the ratchet ineffective. In court, where he was cleared of a charge of careless driving, Thomas said that he had been offered a letter by the local concern to state that it was through their neglect that the seat had moved.

He was fined £15 with £2 10s. costs, and disqualified for two months.

## Ex-driver Set Up as Haulier—Failed

A FORMER lorry driver who launched a haulage business appeared at Leominster Bankruptcy Court, last week, when he was stated to have liabilities amounting to £8,281 4s. 7d. and no assets.

Lionel Amos, Temeside Estate, Ludlow, blamed his failure on "lack of capital, losses on motor vehicles, poor trading conditions and bad debts."

The Official Receiver, Mr. W. H. Haigh, said Amos left the Navy in 1947 to become a lorry driver. In August, 1954, he borrowed £365 to set up as a timber haulier, and he secured a contract with a timber company for the haulage of timber from South Wales to Chesterfield. The contract was terminated in January, 1955.

Amos obtained other contracts covering Wales and the Midlands which proved profitable up to April, 1955.

"During the next four months he was unable to give adequate supervision to the business owing to the amount of work he had in hand, which resulted in a loss in earning capacity," said Mr. Haigh.

On August 30, 1955, a private company, Timber and Heavy Haulage (Worcester), Ltd., was registered with a nominal capital of £1,000 for the purpose of taking over Amos's business. Amos and his wife were the first and only directors and they each held one £1 share, which constituted the issued capital.

The company ceased trading on January 13, 1956, owing to trading losses. Two months later, Amos started business again as a haulage contractor and did well for a time—his turnover in 1957 was £8,000. But after December, 1957, he was unable to obtain sufficient work and he ceased business last June. Arrears of instalments under hire-purchase agreements then amounted to £689.

Since October, 1956, a number of creditors had taken proceedings against him and there were 13 outstanding judgments amounting to £1,074. Mr. Haigh added.

The proceedings were closed.

## BRISTOL POLICE PLAN TO EASE CONGESTION

OPERATORS of commercial vehicles have promised "most encouraging" support to a police plan aimed at easing traffic congestion in Bristol, according to the Chief Constable, Mr. Norman Frost. The police hope to reduce delays in Victoria Street and Stokes Croft.

They have asked that no vehicle should be parked on the city-bound side of the streets between 8 a.m. and 9.30 a.m. or on the opposite side between 4.45 p.m. and 6 p.m. It is not proposed to interfere with routine collection and delivery work, although Mr. Frost has stated that he believes much of this could be arranged to avoid rush periods.

Bristol Corporation have been warned by the Minister of Transport that he cannot authorize any more major road schemes in the city for the time being, although he is aware of difficulties.

## LEEDS TRAMS CONVERTED

TRAM routes in Leeds due for conversion by the middle of this month (*The Commercial Motor*, March 20) were in fact abandoned last Sunday following the delivery of 71 Leyland Titan 71-seaters. The vehicles have been built to maximum dimensions with bodywork by Roe. Pneumo-Cyclic gearboxes are installed.

Leeds Transport Department now have 686 buses and 56 trams. Average speed of buses through busy streets is stated to be 12½ m.p.h. compared with 8½ m.p.h. by trams.

D4

## NEW TRANSPORT COMPANIES

**Cornett's End Transport Co., Ltd.** Cap. £1,000. Dirs.: J. G. Caines, Courtman, Old Chester Road, Bacon's End, near Coleshill, and G. H. Hitchman, 30 Burlington Road, Tile Cross, Birmingham, 33. Sec.: J. G. Caines. Reg. office: Cornett's End Lane, Meriden, Warwick.

**East Lancashire Carriers, Ltd.** Cap. £100. Dirs.: J. Bradley and O. M. Bradley, 295 Burnley Road, Accrington, P. Bradley and J. Broadley. Sec.: J. Broadley. Reg. office: Hanson Street, Great Harwood, Lancs.

**Whiting's Transport, Ltd.** Cap. £10,000. Dirs.: W. W. Whiting and F. L. Whiting, Ferndale, Llanwenarth, near Crickhowell. Sec.: F. L. Whiting. Reg. office: Llanwenarth Garage, near Crickhowell, Brecon.

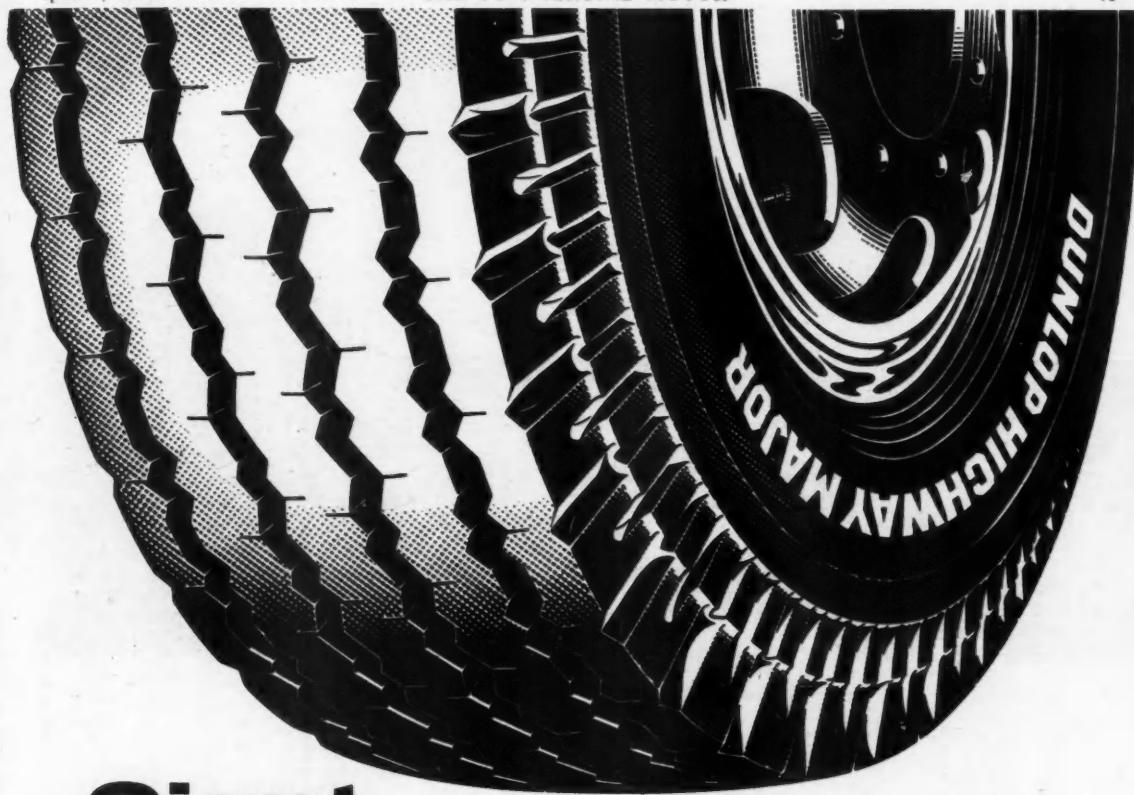
**R. Emery, Ltd.** Cap. £1,000. Dirs.: A. Dobson, 140 Haslucks Green Road, Shirley, Solihull, and R. Emery, 39 Crumplefield Lane, Webb Heath, Redditch. Sec.: F. Rogers. Reg. office: 199 Golden Hillock Road, Small Heath, Birmingham, 11.

**L. Baney (Haulage), Ltd.** Cap. £750. Dirs.: J. Sheaf and L. Baney. Sec.: H. R. P. Thompson. Reg. office: 24 Market Place, Rugby, Warwick.

**D. England and Sons, Ltd.** Cap. £1,000. Dirs.: W. H. Phillips, 55 Sprotborough Road, Doncaster, and W. Vickers, 12 Marsh Lane, Arksey, near Doncaster.

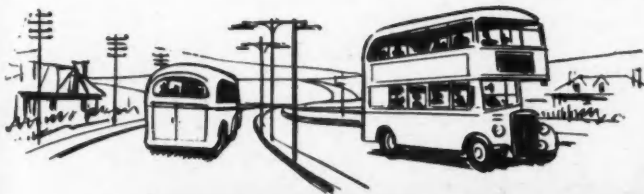
**Vanbird, Ltd.** Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

**Edward Beck and Son, Ltd.** Cap. £1,000. Dirs.: E. Beck and J. E. Beck, Amberley, Hawley Lane, Hale Barns, Cheshire. Sec.: W. P. Hohns. Reg. office: Greg Street, Reddish, Stockport, Cheshire.



# Giant economy from Dunlop durability

Keep down running costs by choosing your giant tyres from the Dunlop range. There are tyres to meet every type of service condition—each one individually built to give you mileage, safety and dependability.

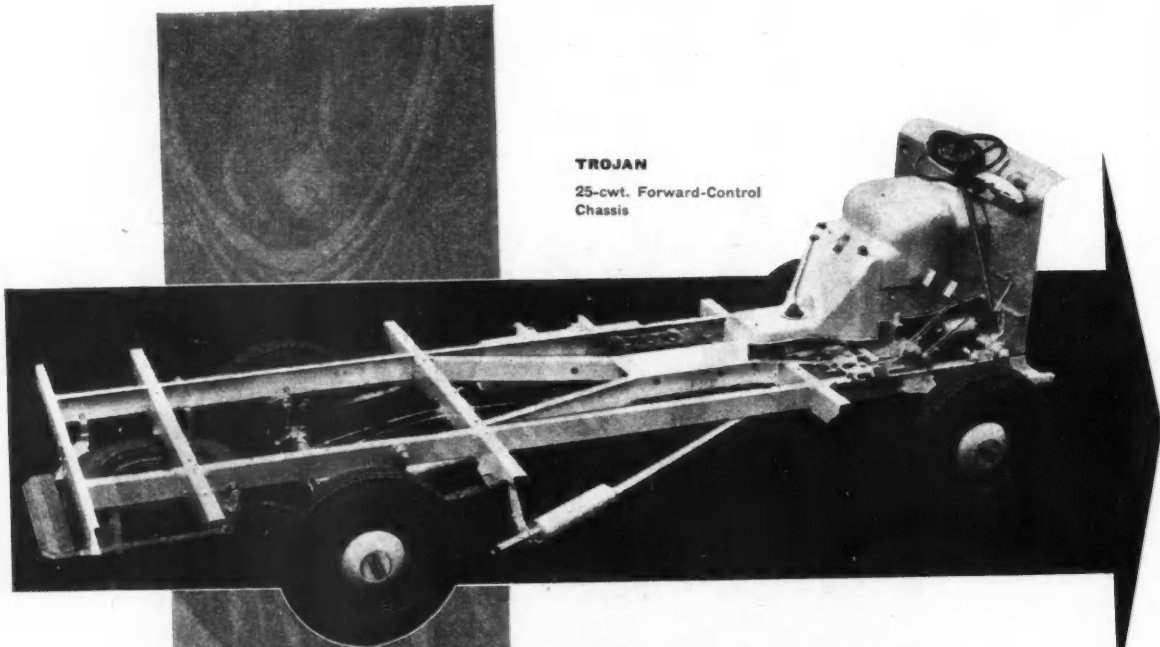


## DUNLOP HIGHWAY MAJOR

A first-class tyre with extra strength and tread-depth. Gives profitable *extra* mileage on goods and passenger services.

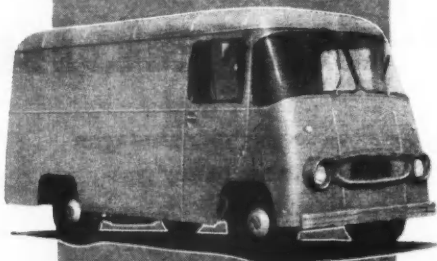
# DUNLOP

**BUILT BETTER TO LAST LONGER!**

**TROJAN**

25-cwt. Forward-Control  
Chassis

- \* Forward-Control for extra load-space and increased payloads.
- \* Independent front suspension for that smooth easy ride.
- \* Perkins P3 144 Diesel engine for economic running costs.
- \* Choice of wheelbase—9' 4" Forward-Control or 7' 10" Normal-Control with a turning circle of 44 ft. or 38 ft.

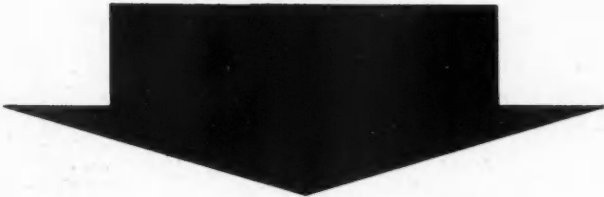
**25-cwt. Forward-Control Van**

The ideal light delivery van  
with over 350 cu. ft. of load-space.

**Personnel Wagon**

For staff transportation.  
Takes 12 passengers plus the driver.





# IMPORTANT ANNOUNCEMENT

by

# TROJAN

As a result of reorganisation, production of the new Trojan 25-cwt. Forward-Control Chassis is forging ahead and is now offered for immediate delivery. With all the advantages of forward-control the chassis combines Trojan's fine engineering skill with your own bodywork requirements.

Further particulars from:

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**extra grip -  
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MAKE SURE THE  
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OWN ROAD-TESTED TYRE

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Coils of spring steel wire, embedded and vulcanised into the tread, produce thousands of steel claws that grip the road, giving increased roadholding, improved braking, greater anti-skid properties and resistance to flints and nails.

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## "As Required" Work on B Licence Refused

THE fleet of seven A- and two B-licence vehicles operated by W. Inson and Son, Ltd., was unable to cope with demands for long-distance haulage by two of their principal customers, the West Midlands Licensing Authority, Mr. W. P. James, was told at Warwick last week. The company sought to carry "as required" on their B licence for S. Flavell and Co., Ltd., Birmingham, and the Turriff Construction Corporation.

Mr. F. C. King-Smith, a director, said the work for Flavell's was the carriage of gas cookers and appliances, each load containing split deliveries all over the country. For Turriff Construction they hauled contractors' plant to sites. Because the B vehicles were restricted to 40 miles there were often difficulties resulting in part-loading.

Questioned by Mr. James, he said one of the B vehicles was fully employed by Flavell's but the second, a tipper, very seldom did work for them.

Mr. G. W. Scholes, traffic manager of Flavell's, said the railways would not handle cookers except in full containers to one consignee. Output had increased by 20 per cent. during the past 12 months.

*Stated to be the lowest-priced vehicle of its type, the 12-seat bus by Kenex has longitudinal seats, and a plastics roof affording the necessary internal clearance. Luggage may be carried in the space to the rear side of the driver.*

After evidence from Mr. J. Shambrook, for the Turriff Construction, about difficulties in getting vehicles, Mr. A. W. Balne, for British Railways, asked how they would benefit if the application were granted. They did not use the tipper and the second vehicle was fully engaged with Flavell's.

Mr. J. Foley Egginton, for Inson's, submitted that it was easy to criticize customer evidence, but there was no doubt that there was an increased demand. There had been no evidence from British Railways that they could do the work.

Refusing the application, Mr. James said he ruled out the tipper from consideration. Regarding the second vehicle there was little substance in the customers' complaints and the figures did not meet with the Transport Tribunal's requirements about separate accounts for each type of licence.

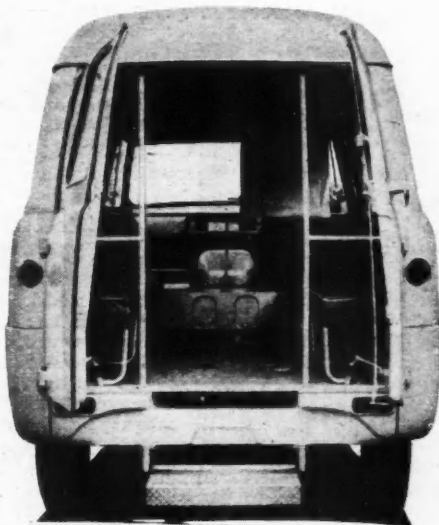
## DERV TAX RAISED

IN the Budget presented to the South African Parliament last week, the tax on oil fuel used in vehicles other than buses was increased from 2d. per gallon to 14½d. per gallon. Fuel used in buses continues to be taxed at 2d. per gallon.

## 12-seat Bus on Thames 15-cwt.

APPROVED by the Ford Motor Co., Ltd., a 12-seat version of the Thames 15-cwt. van built to public service vehicle requirements is being made by Kenex Coachwork, Ltd., Dover. It is stated to be the lowest-priced vehicle of its type at £724, including heater and certificate of fitness.

Passengers' seats are arranged longitudinally six a side, and the body interior is lined with embossed Kenite. The floor is covered with linoleum and an automatically retracting step is incorporated at the rear. An extractor vent is fitted in the roof, and there are guards on the skirts between the wheels.



In place of a passenger's seat next to the driver there is a luggage rack, and behind the driver is a guard rail, a first-aid kit and fire extinguisher being bracketed to the bulkhead. To provide the necessary interior height, the original steel roof is replaced by a domed plastics unit.

## DODGE WEEKS CONTINUE

THE intensive Dodge sales weeks, which have been held by distributors throughout the country since January, are to continue. The accent has been on practical demonstrations giving operators the opportunity to use Dodge trucks under conditions of their own choosing.

During the next few weeks distributors will hold demonstrations at Reading, Blackburn, Preston, Northampton, Thornton Heath (Surrey), Hadleigh (Essex) and Bedford.

## £50 PRIZE OFFERED

TREATISES on mechanical motive power are being invited by the Royal Society of Arts for the annual £50 Howard Prize. Entries must be in by July 31, but the Society reserve the right not to award a prize if entries are not up to standard. No prize was awarded last year.

## Hauliers Must Retain Control of Vehicles

THE hire of a licensed vehicle to another company who provide the driver is an offence, the West Midlands Licensing Authority Mr. W. P. James pointed out, at Warwick, last week. He gave W. Metcalfe (Leamington), Ltd., one month to recover possession of their vehicle, after they had applied for continuation without modification of a B licence for "round timber within 50 miles of site."

Mr. Metcalfe told him that one of the four vehicles on the licence had been on hire to Wistbau, Ltd., Ludlow, for six months. His company were paid £40 a month and the vehicle was controlled by Wistbau, who provided the driver and took the profits. A second vehicle had not been licensed since December, 1957, because of shortage of round timber work.

A renewal for three vehicles would be granted, said Mr. James, once he was satisfied the vehicle on hire was back in the company's possession. If they wanted the fourth vehicle they must apply again and prove need.

## NEW SAFETY GLASS IN FULL PRODUCTION

THE first million square feet of Float Glass, manufactured by a new process by Pilkington Brothers, Ltd., St. Helens, has now been delivered. Much of the production has been absorbed by safety glass manufacturers for use in the motor industry.

The new process took seven years and £4m. to develop. At present the glass is sold at plate-glass prices but, as production increases, lower manufacturing costs will be reflected in the selling price.

## STARTING DATE FOR NEW MOTORWAY WANTED

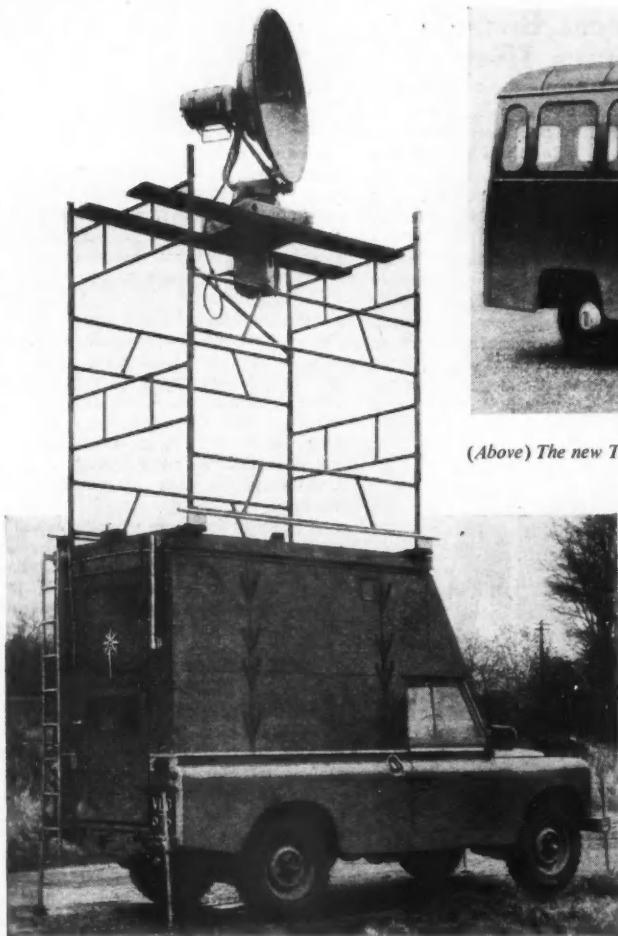
SEVERAL local authorities in Yorkshire and Lancashire are pressing the Ministry of Transport to make an early start on the proposed Liverpool-Hull motorway, plans for which were made in 1934. This was stated last week by Mr. G. Holden, borough surveyor of Halifax.

The local authorities claim the Ministry have already admitted that the new road would relieve congestion and that work should begin as soon as possible. No starting date has yet been announced, however.

## BODYBUILDING CONTRACT

AN order for 56 special vehicle bodies has been placed with Bonallack and Sons, Ltd., through Marconi's Wireless Telegraph Co., Ltd. It makes up part of a \$3½m. U.S. Government contract secured by Marconi's for a mobile microwave communication system.

The design for the light-alloy bodies is of a complicated nature and conforms to a rigid specification. As Bonallack have recently extended their plant at Basildon, Essex, home market deliveries will not be affected by the American contract.



(Above) The new Trojan 13-seat personnel carrier has smooth lines. A Perkins P3/144(V) engine is fitted.

(Left) H. Bundy (Coachbuilders), Ltd., constructed this micro-wave transmitting vehicle, based on a Land-Rover, for Southern Television, Ltd. It is for use on outside broadcasts, to link the cameras at the location with base transmitters.

## Land-Rovers for Outside Broadcasts

THREE modified Land-Rovers have been acquired by Southern Television, Ltd., Southampton, for outside-broadcast work, their function being to link the cameras at the locations with base. The bodywork was designed by H. Bundy (Coachbuilders), Ltd., Poole Road, Wimborne, Dorset, in collaboration with the television company's communications engineer.

The vehicles have high-roofed bodies extended over the cab, with ash framing reinforced with mild steel and light-alloy cladding. At the rear is a full-length door. The roof is of double construction stressed to carry 500 lb. of equipment, having sockets at the corners to support about 16 ft. of tower scaffolding. When not in use, the scaffolding is carried on quick-release hooks on each side of the body.

At the rear is a ladder for access to the roof and a tube for mounting an aerial. Four small hatches on the roof are provided to take cable from a generator to the equipment on the scaffolding. Tubular adjustable stands are made to stabilize the vehicles when in operation, those at the front being stowed out of the way in the Luton extension when not in use.

### TROJAN PERSONNEL CARRIER

THE latest addition to the 25-cwt. forward-control range manufactured by Trojan, Ltd., Croydon, Surrey, is a personnel carrier. Similar in specification to the forward-control van on which a road-test report appears on pages 282-285 of this issue it has a Perkins P3/144(V) three-cylindrical oil engine, a four-speed gearbox and trailing-arm independent front suspension.

Longitudinal bench seats accommodate 13 persons. The centre of the floor remains clear for the carriage of goods. The vehicle costs £1,045 in primer finish.

## "Some Little Time" to Replace Sir John

"I AM anxious to find a man who will perform as able and successful public service as Sir John Elliot, and that may take some little time." This was stated by the Minister of Transport in the House of Commons last week after Mr. Ernest Davies had asked whom the Minister proposed to succeed Sir John as chairman of the London Transport Executive. The date of Sir John's retirement has not yet been revealed.

Mr. Davies also asked which members of the Executive had experience in the organization of workers, in accordance with Schedule 2 of the 1947 Act. The Minister said that a successor to Sir John had not yet been appointed. One member of the Executive had spent a lifetime in work involving the organization of workers, and there were other members who had wide experience in staff matters.

Mr. Davies wondered whether the Minister appreciated the desirability of reaching a quick decision because of the difficulties confronting London Transport, to which the Minister responded that present circumstances were no different from those of the past.

D10

## £150 More for Salford Manager

ON an application by the National and Local Government Officers' Association, the Industrial Disputes Tribunal have increased the salary of the general manager and engineer of Salford transport undertaking by £150 a year. The Association claimed an extra £400 a year.

The new scale is £2,215, rising by annual increments of at least £55 to £2,490 a year. The present manager is Mr. C. W. Baroth.

The claim was based on the disbandment of the central garage department and the transfer of responsibility for the repair, maintenance, purchase and replacement of departmental vehicles to the transport department, together with 16 maintenance workers. The city council refused an increase in salary based on the additional responsibilities of the general manager.

N.A.L.G.O. said that the disbandment of the central garage had saved £4,400 a year and this figure was expected to increase.

The Tribunal's award dates back to October 1 last.



*Part One of a Survey of an Activity in Which Rail Competition and Changes in Demand Pose Critical Problems Concerning the Deployment and Use of Road Transport*

By  
**Alan Smith,**  
F.R.S.A.

# Who Carries the Coal?

**S**TATE-OWNED and private-enterprise interests are both competitive with and reliant upon each other in the distribution of coal, and along some channels of supply the competition between road and rail has sharpened since the railways acquired freedom in quoting rates. They are cutting their prices and regaining traffic previously lost to road transport. This is epitomized by the agreement between the railways and the Central Electricity Generating Board for the delivery by rail of some 3½m. tons of coal a year to certain power stations which have lately been served by road.

Coal traders and their haulier sub-contractors who have invested heavily in suitable vehicles for bulk transport are disturbed by a development that smacks of two State undertakings ganging up with one another. Dispassionately it may be regarded as a swing of the commercial pendulum, but the controversy is overshadowed by questions concerning the whole future of coal and those who undertake its supply.

Since pre-war days the consumption of coal has risen by 20 per cent. to about 200m. tons a year. As coal now has to compete with other sources of energy, there is little likelihood that output will substantially increase in the future. At the same time, there will be changes in the pattern of consumption of coal, and they will probably affect road transport more than the railways.

Fig. 1 shows the breakdown of coal consumption in 1957 among different classes of consumer, and the extent to which distribution was shared between the National Coal Board, acting as wholesalers, and the private trade. It is based on estimated data contained in the Robson Committee's Report on Coal Distribution Costs (Stationery Office, 5s. 6d.). Both the N.C.B. and the trade have sizeable ancillary fleets and are big hirers of A-licence vehicles.

## Safeguard for Regularity

Rail transport is historically the primary means for shifting coal from the pits. Road transport is not encouraged by the N.C.B. because rail working is considered a better method of clearing the enormous output. This must be conceded, but a distributor with whom I discussed this point thought that the N.C.B. should have all collieries road-connected and dispatch a reasonable proportion of tonnage by road. This would be a safeguard for regular working, apt to be dislocated when there are local shortages of railway wagons.

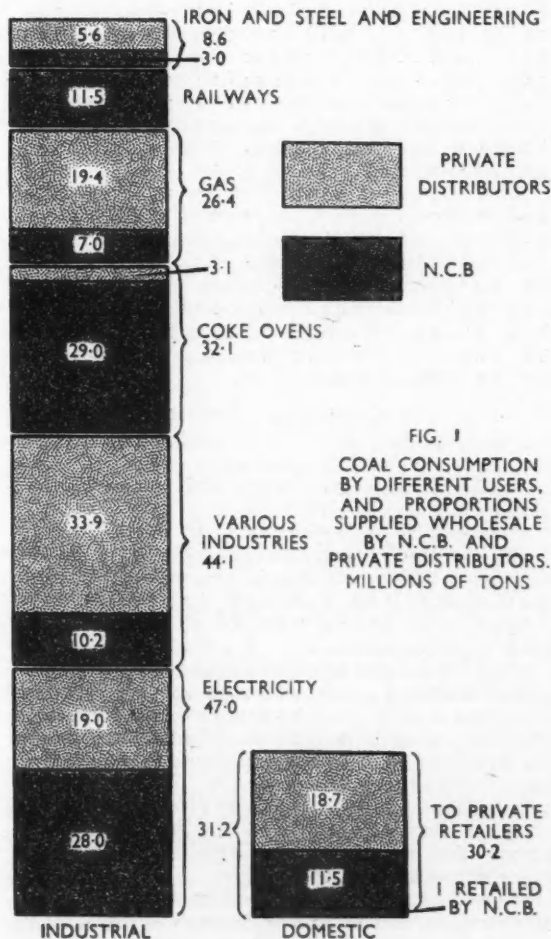
For short-distance delivery from pits (where the collieries serve as depots for local supply), for opencast coal and for journeys over medium distances to consumers who are not rail-connected, road transport is necessarily employed. Furthermore, there is competition with rail to rail-connected consumers even over 100-mile leads: this is a thorn in the railways' flesh. In 1957, road transport carried away 33m. tons of coal from points of production. About half of this was opencast output, which is being cut this year by 3m. tons.

## Road Pit Deliveries

Fig. 2 analyses road deliveries from points of production by class of consumer. The vertical division between deep-mined and opencast output is not necessarily accurate in each block. The section marked "Domestic" represents part of that similarly labelled in Fig. 1: of the 31.2m. tons of household coal burned, 5½m. tons was delivered direct from points of production and the balance railed or shipped to depots for final delivery. Of the 5½m. tons, 1m. tons was miners' coal distributed by the N.C.B.

The 8½m. tons taken by road to electricity undertakings was 18 per cent. of their total coal consumption. This figure is to drop by 3½m. tons, but the matter is still under discussion between the C.E.G.B. and haulage interests, and may be affected by the decision to build new coal-consuming power stations. Gasworks took 11 per cent. of their coal by road, and coke ovens 3 per cent.

The supply of coal to various industries is largely the field of the private coal trade. Theirs is a complex task, for each customer's needs have to be individually catered for. Many industrial users are not rail-connected, which is why this block is the largest in the diagram at 15½m. tons.



A quarter of the coal carried from the pits by rail is delivered within a 10-mile radius of them, 31 per cent. within 11-30 miles, 30 per cent. within 31-100 miles and 14 per cent. over 100 miles. These are statistics for 1955, but they indicate that the railways deliver within 10 miles alone more than twice as much coal as road transport handles from the mines altogether.

In the following year, 7 per cent. of the railways' total earnings for coal transport—£126.4m.—was for deliveries under 10 miles, 18 per cent. for 11-30 miles, 42 per cent. for 31-100 miles and 33 per cent. over 100 miles. A quarter of the tonnage—that within 10 miles—thus earned 7 per cent. of the revenue. This works out to about 4s. 2d. a ton in average cost. To compete against this with a 12-tonner and earn £59 12s. a week (as given in "The Commercial Motor" Tables of Operating Costs" as the minimum charge for a vehicle of this size), a haulier would have to deliver five loads a day, with four as the breadline.

Between 31 and 100 miles, the railways' receipt per ton works out to slightly over £1, and to meet this with a 12-ton lorry would require only one load a day. With loading facilities not being, on the whole, tailored for vehicles, the collection of one load a day is more practicable than the number needed to make short-distance operation economic. Even though rail rates have come down, it would remain true that road transport can better compete over other than short leads.

### Beating Rail Rates

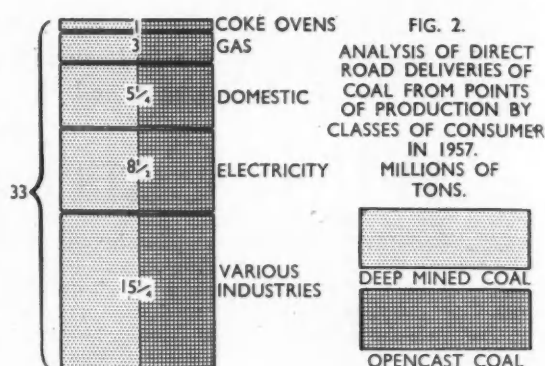
Endorsement of this rather surprising contention may lie in the practice of a few coal merchants in parts of the country remote from the mining areas to send large vehicles to collect coal at lower cost than the railways' price to deliver. The crucial questions are what the new rail rates are and whether it is possible to beat them, but it is often wondered whether it is socially desirable for too much coal traffic to occupy road space.

Tonnage distributed by rail within 31-100 miles (the zone within which competition could be offered) is about 200,000 a day. At one load each per day, this would call for 17,000 12-tonners. Bumper to bumper, they would stretch for more than 70 miles, but this is not such a deterrent as it seems. During the year ended last May, the number of commercial vehicles of all kinds rose by more than 40,000, so that, by comparison, any significant increase in coal vehicles (although perhaps not of the magnitude mentioned) would be small in terms of an addition to the traffic the roads have to bear.

Such a trend may be justified. Road and rail are not so much competitive as complementary. Whereas, with existing colliery layouts, rail working is better for clearing output, road transport, from the distributor's point of view, is more flexible to employ, especially for those customers whose restricted stocking facilities dictate that they take specified amounts of fuel at definite times. And the value of having an alternative form of transport to rail was demonstrated during the partial rail strike of 1955. As I shall show, numbers of coal tippers may become workless because of the competition from fuel oil. Will their owners seek to compete with the railways even more strongly?

The flexibility of road transport is appreciated most by the wholesale trade who supply industrial consumers. The broad distinction between industrial and domestic supply is that one is in bulk and the other bagged fuel. Industrial coals are chiefly under 1 in. The greatest demand is for  $\frac{3}{4}$ - $\frac{1}{2}$  in. Concise and extensive knowledge of the supply position and customers' requirements is needed by the trade. Coal is not a standard mineral, but varies in quality from pit to pit.

The trade largely relies upon hauliers, but runs its own fleets. Hauliers are used for fairly regular flows of supply, but ancillary transport is employed for more difficult opera-



tions requiring close acquaintance with the conditions. (This is how some hauliers have concluded that coal transport is money for jam.)

Carrying coal stocks needs money, particularly as the N.C.B. want payment by the 15th of the following month, whereas traders give customers a month's credit. The problem is aggravated by the build-up of stocks during the summer. Domestic deliveries in a cold winter spell might be four times as great as in summer (except during particularly hot weather), and industrial intake is enlarged by demands for space-heating in addition to the normal needs for power.

There are more than 600 private wholesalers, of whom about a dozen are "giants" with large regional or national ramifications. The tendency towards the growth of big businesses and the absorption or disappearance of small is chiefly because of the large capital resources needed to operate successfully. On the retail side, the type of trader varies between the large organization, with wholesale interests as well, to the one-man business, and there are nearly 17,000 in all.

Wholesalers and retailers work from 5,800 depots, employ 135,000 workers, use some 55,000 vehicles plus railway and water-vessel capacity and supply 660,000 industrial and 16.4m. domestic consumers. On the industrial side, the biggest cloud on the horizon is the growing use of oil, and on the domestic the increasing popularity of electricity and gas. Oil is beginning to penetrate the domestic market, and coal sales are probably also hit by the modern type of paraffin heater.

### Question and Answer

I asked another distributor who sold both coal and oil: "If tomorrow you had to start from scratch to meet the fuel needs of your customers with either coal or oil, which would you choose to sell?"

Unhesitatingly he replied: "Oil. It's cleaner, easier to handle, comes in far fewer varieties and, being a processed fuel rather than a raw material, is consistent in quality. It's this last point that really keeps the customers happy."

"Have you found that your own oil sales have diminished your coal deliveries?"

"Yes. We reckon by about 25 per cent. But it was a case of customers wishing to change from coal to oil and our having to supply oil if we wished to keep their business. Probably another 25 per cent. of our oil sales has been at the expense of other, smaller, coal merchants, but the rest would represent new business."

Oil began to be used extensively in industry about six years ago when coal was short. In 1957, 7m. tons was burned other than in internal-combustion engines and by the refineries for their own processes. This is equivalent to 10 1/2 m. tons of coal. The oil companies need this business because it complements their supply of petrol for the ever-growing number of vehicles on the road.

If the heavier fractions which remain after motor spirit has been derived from the crude petroleum could find no outlet, the companies' operations would be unbalanced. As the number of vehicles in this country may double in the next 10 years, it would appear that the competition between oil and coal will become even more intense. More petrol will be needed and more fuel oil will be produced.

Some oil companies themselves undertake the delivery of fuel oil to consumers and thus may be reckoned to be in competition with the coal industry. At least one oil company, however, entrusts the disposal of its heavier fractions to concerns long established in coal distribution. As indicated by the executive to whom I spoke, this development was partially necessary to these coal traders if they were to retain their custom.

Keen competition already exists between the big oil companies and the secondary distributors, particularly on the doorsteps of the large concerns' refineries. This has created the climate in which an N.C.B. officer was said to have admitted that coal could not compete against oil, in terms of cost per therm, unless oil were 2d. a gallon dearer. There is, however, no pressure for a protectionist tax on oil other than from miners.

It is incorrect to allege that oil is being foolishly imported to meet industrial needs when this country already has its own coal. The oil is brought in, anyway, to meet the demand for the higher distillates. Looking at the 1957 figure of 7m. tons as the quantity of oil burned where coal

might otherwise have been employed, it is interesting to forecast the position 10 years' hence in respect of vehicle requirements. It might then be that fuel-oil consumption is 8m. tons a year heavier. The current tendency indicates that half this increase will be at the expense of coal; and 4m. tons of oil equals 6m. tons of coal.

Not all of this conversion can safely be said to be related to channels of supply by road transport: for example, some of the oil may be shipped, railed or even piped to consumers. However, as it is in the industrial and space-heating sections of the market that the changeover is mainly occurring and these are the departments in which road transport is preponderantly engaged, a fairly high proportion of the figures should be taken: I propose to assume 75 per cent.

On this basis it can be predicted that 6m. tons more of oil and 4m. tons less of coal will be distributed by road. If 2,000 tons is taken as the average amount which a tanker can shift in a year, it would seem that 3,000 more such vehicles will be required. A tipper's capacity could be taken rather higher at 2,500 tons a year. Thus, with a decline of 4m. tons in coal traffic, 1,600 tippers will become redundant—unless road transport is given a greater share of traffic long regarded as the railways' preserve.

In the second part of this survey, to appear next week, the domestic market will be more closely examined and the activities of a number of distributors described, with particular reference to modern techniques.

### ***Bird's Eye View***

"WHITHER workers? Have you so soon forgotten the days when we were under the iron heel of the private monopolists? Is it unbecoming for us to obey the reasonable orders and directives of the supervisory officers appointed by the C.T.B.? Is it a disgrace?"

Believe it or not, this is how an article begins in the March issue of the Ceylon Transport Board's *Transport News*. Considering that the C.T.B. is a comparatively new nationalized undertaking, this publication is a gift to anyone opposed to State control of industry.

According to the writer of the article, Mr. Sumana Premaratne, who is employed by the C.T.B., "it is common talk that the standard of discipline amongst the workers in the C.T.B. has deteriorated considerably." His revelations make astonishing reading.

Example: "Two of the major causes for the deterioration of standards of discipline of some of the fellow workers (*sic*) are drinking and gambling. Some of them who had not previously touched liquor are today confirmed drunkards. Others who did not even know the number of cards in a pack are today habitual gamblers."

Apparently there is also a marked tendency to defy the authority of superior officers. "During the early stages of nationalization," laments Mr. Premaratne, "the employees displayed a great sense of responsibility, and were obedient to their superior officers."

Then comes the sting in the tail. All these failings "may be attributed to the administration being stultified, wrong and unprincipled directions by trade unions, and political interference."

### ***No Attack***

MR. J. A. T. HANLON, Northern Licensing Authority, must be unduly sensitive if he thinks he has been attacked by the Road Haulage Association because of a difference of opinion over alterations to vehicles. As *The Commercial Motor* reported on February 20 and 27, Mr. F. Milton, R.H.A. Northern Area secretary, acting on legal advice, took the view that, no matter how a vehicle was modified, it did not lose its original identity so long as it retained its registration number.

## **Workers' Playtime**

### ***By The Hawk***

Mr. Hanlon disagreed and complained that he had been attacked.

I have now read the official transcript of the exchanges between Mr. Milton and Mr. Hanlon and, although I sense a tense atmosphere, they were perfectly proper. If anything, Mr. Hanlon was the testier of the two. He was certainly not attacked in any sense of the word.

### ***Not So Domestic***

APPARENTLY British Road Services have forgotten that when they originally reached the basic agreement with the unions for improved pay and conditions in return for the working of heavy vehicles at 30 m.p.h., they issued full details to the Press. They now say that the formula by which the agreement is to be put into effect is a "domestic matter."

This little "private" treaty will undoubtedly be thrust by the unions on private-enterprise hauliers, and ultimately C-licensees may also be affected. If it is a private matter, so is the opening of Parliament by the Queen.

### ***Musical Honour***

JAZZ is being used by Ford to help to sell Thames 10-12-cwt. and 15-cwt. vans. It is the basis of a sales film without commentary which has been accepted for showing at the second festival of Films in the Service of Industry, to be held at Harrogate from April 21-24. Ford have had two films accepted. The British Motor Corporation have also been successful with a 26-minute colour film showing the many uses to which Austin commercial vehicles are put. The Dunlop film on disc brakes, "The Power to Stop," is to be shown, too.

A special award is being made for the film which is best calculated to promote British exports. We shall see whether the Cy Laurie Jazz Band is able to sell Thames vans in New Orleans.

### ***Bardo(t)ver***

TWO of East Kent's Continental coach drivers and a camouflaged 23-year-old Leyland double-decker are making a film with Miss Brigitte Bardot in France. The action is supposed to take place in the Dover area in 1940. That is why the film is being made in France.



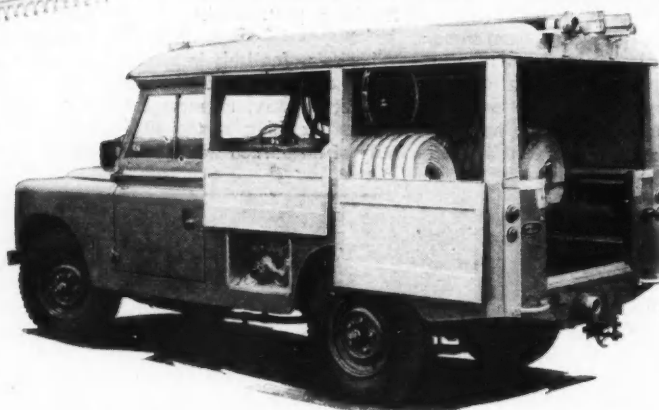


Allan Fuller, Ltd., make this trailer gully-emptier, which is operated by a Cooper-Stewart air pump driven from the prime mover's power take-off. The tank has a 120-gal. water compartment and another of 300-gal. for sludge. The trailer is mounted on Bramber Flexitor independent rubber suspension units.

(Right) The Simon hydraulic platform mounted on this Land-Rover pick-up has a capacity of 250 lb. and is capable of being used for hedge trimming, or various other tasks involving access to high objects.



## New Variations on the Land-Rover Theme



(Above) The Redwing fire appliance, a version of the Land-Rover produced by Carmichael and Sons (Worcester), Ltd. It carries a 75-gal. tank, inbuilt pump and two 750-ft. lengths of 2½-in. delivery hose.

**A** NOVEL fire-appliance version of the Land-Rover and a trailer gully-emptier designed for use in conjunction with a standard model were shown last week by the Rover Co., Ltd., at a display of Land-Rover variants and special auxiliary equipment.

Known as the Redwing, the fire appliance was developed mainly for export by Carmichael and Sons (Worcester), Ltd., The Butts, Worcester. It carries a 75-gal. tank, inbuilt pump and two 750-ft. lengths of 2½-in. delivery hose. A suction hose and an aluminium extensible ladder are mounted on the plastics-panelled roof. Provision is made for a Coventry Climax F.W.P. pump, which reduces crew accommodation from five to four.

The gully-emptier is a two-wheeled appliance with a total capacity of 420 gal. Manufactured by Allan Fuller, Ltd., Chepstow, it is intended to appeal to local authorities who employ equipment with manual pumps for cheapness. A

Cooper-Stewart air pump at the front of the tank is driven from the Land-Rover's power take-off.

The tank is divided into two compartments; one of 300 gal. being stepped for containing sludge, and the other carrying 120 gal. of fresh water. Besides providing a vacuum for gully-emptying, the pump can flush drains with fresh water, and transfer clean residual water from the sludge container to the water compartment. The trailer is mounted on Bramber Flexitor independent rubber suspension units. Fully equipped with lights and mudguards, the appliance costs £500.

Among the auxiliary equipment on show was a Rover hydraulic recovery winch which provides a line pull of 4,000 lb. Smith's Jacking Systems, Ltd., Edgware Road, London, N.W.2, exhibited a power pack comprising an electrically driven plunger-type hydraulic pump operating at 1,500 p.s.i. Various kinds of compressor were displayed by Alfred Bullows and Sons, Ltd., Long Street, Walsall, Atlas Copco (Great Britain), Ltd., Wembley, Middx., B.E.N. Patents, Ltd., High Wycombe, and Laurence Edwards and Co. (Engineers), Ltd., Kidderminster. The Edwards unit was

described in *The Commercial Motor* dated March 20 and the B.E.N. last week.

Farm implements were demonstrated controlled by the three-point linkage evolved by the Adrolic Engineering Co., Ltd., Milngavie, and Messrs. J. B. Howie, Salford Priors, Evesham, showed the Dale snowplough attachment and angledozzer (illustrated in the January 23 issue).

C. C. Wakefield and Co., Ltd., 46 Grosvenor Street, London, W.1, exhibited a Land-Rover equipped for greasing vehicles and intended for servicing site lorries, and Mann Egerton and Co., Ltd., Cromer Road, Norwich, a recovery vehicle with demountable crane. Also on display were a two-stretcher ambulance by Messrs. Pilchers, 314 Kingston Road, London, S.W.20, and a low-loading semi-trailer by B. Dixon-Bate, Ltd., Bridge Works, Chester.

Of possible interest to agricultural contractors and local authorities, a Simon hydraulic platform with a capacity of 250 lb. was demonstrated mounted on a Land-Rover pick-up. It has obvious uses for trimming hedges and lopping trees. The platform is made by Simon Engineering (Midlands), Ltd., Queen's Cross, Dudley.



## New Equipment

# Keeping Warm

COMING of warmer weather prevented The Commercial Motor from testing the effectiveness of the Jenheat anti-freeze unit, a device for heating water in an engine's cooling system, but it is understood to have been satisfactorily tried by a number of fleet owners during the winter.

The unit works off battery current and consumes 1 amp. The element is of a patented design and is surrounded by a sleeve, supplied in various diameters for installation in the bottom radiator hose of different vehicles. Current flows through a thermostatic switch, which operates at 38-44° F. It is recommended that the switch be clipped to the radiator block or, otherwise, at an earthing point.

The unit is claimed to be able to raise the temperature of 1 gal. of water through the 6° F. range in 2½ hr., representing an overall efficiency of 65 per cent.—a figure which could be improved by muffling the radiator to prevent dissipation of heat.

A more powerful unit is made for oil engines with large radiator capacities. Both cost £4 5s. The makers are Jenbro Products, 43 Plough Road, London, S.W.11. Export inquiries should be addressed to Gelmar and Co., Ltd., 4 Rangoon Street, London, E.C.3.

## Inbuilt "Policemen"

A DEVICE for preventing vehicle theft and another to stop drivers from speeding have been developed by Mr. E. J. Ratcliff, 97 Hay Lane, London, N.W.9. They are shortly to be marketed each at a price estimated to be about £15.

The anti-theft unit consists of a valve introduced into the braking circuit to be screwed down, when the foot brake is depressed, to hold on the brakes while the vehicle is left unattended by maintaining hydraulic pressure. Whilst there is nothing new in this principle, novelty lies in the enclosing of the valve in a heavy casing with a removable lid.

The lid may not be opened or removed without the use of a key, and to prevent conspiracy involving the copying of the key, it is envisaged that the lids be changed from one vehicle to another day by day. At intervals, the user would exchange a set of lids with the supplier for a number of new ones requiring further different keys.

Mr. Ratcliff offers his other invention as an alternative to a carburettor governor, and states that his design allows full engine power to be availed of when necessary. Its essential component is a rod which is caused to move by the action of centrifugal balance weights, which are driven by connection with the speedometer cable.

Other components are a solenoid-operated butterfly valve in the induction



(Above) Car-Shue mats are made of expanded metal and are used in the manner shown for driving out of mud. (Left) The John Bull giant tyre has a rayon carcass.

manifold and a dashboard control with settings for 30 m.p.h. and 40 m.p.h. (the second being provided chiefly for operators of vehicles not always subject to 30 m.p.h., light 4 x 4 models, for example).

As the vehicle gathers road speed, the rod is raised by the weights, and according to the setting of the control an electric circuit is joined when the specific speed is attained, a contact on the rod meeting another fixed to the housing. Current flowing through the circuit then operates the solenoid to close the valve, thus depriving the engine of mixture.

Throttle openings appropriate to need are possible in any gear so long as road speed does not exceed either 30 m.p.h. or 40 m.p.h. However, should sudden over-riding of the apparatus be necessary in traffic, the accelerator may be fully depressed, which action causes another switch to isolate the system by breaking the circuit.

## John Bull Giant

AVAILABLE in a range of popular sizes, a giant tyre introduced by the John Bull Rubber Co., Ltd., Leicester, has a rayon carcass, a wide tread and a pattern with continuous ribs. It is intended for use on vehicles operating at sustained speed on modern roads.

## Plasticized Fabric Sheet

A MATERIAL which, it is claimed, could make it possible to produce from plastics components of complex shape which are commonly pressed from metal sheet has been introduced by Leicester Lovell and Co., Ltd., North Baddesley, Southampton. Known as Resnit, it is in the form of dry semi-rigid sheets of resin-impregnated fabric which can be formed under heat and moderate pressure.

Tools used for pressing components in Resnit may be similar to those used for forming metal, except that they can be lighter and provided with means for heat-

ing to a temperature of about 160° C. Pressures are normally in a range of 100-500 p.s.i. and press cycle times are at present 1½-2 min., but it may be possible to reduce these by shock curing.

Characteristics possessed by Resnit when softened by heat enable it to be shaped into forms which could not be taken by metal. It is not expected that, even in large quantities, the material cost of Resnit could equal that of ordinary mild-steel sheet, but the plastics offers other advantages which might enable it to compete. Cost comparison with light alloy and glass-fibre reinforced polyester resin laminates appears to be favourable.

Among the immediate applications foreseen for Resnit are body components and panels, interior fittings and cartons.

## Tester Approved

THE Don Mark III brake meter, made by Bowser, Monks and Whitehouse, Ltd., and sold by Small and Parkes, Ltd., Hendham Vale Works, Manchester, 9, has been approved by the Ministry of Transport for use as brake-testing equipment in the forthcoming vehicle examination scheme. The meter itself costs £8 12s., whilst the floor-mounting stand which is required by the Ministry is £4.

## No Slipping

ENABLING vehicles to drive out of mud whereas they would otherwise spin their wheels, Car-Shue mats are being sold by Messrs. Berrisford and Booth, Broadstone Hall Road South, Reddish, Stockport. They are made of expanded metal and are placed under the driving wheels so that drive can be transmitted without slip, and can be attached by rope to the vehicle so that they are easily retrieved after use.

The price is £4 7s. 6d. for the type suitable for small vehicles and £4 9s. 6d. for a larger pattern. Sizes for commercial vehicles, including those with twin tyres, are also available.

## Process Take-over

THE Canusa continuous-extrusion process, by means of which parts made of phenolic moulding powders can be produced to compete with metal components, has been taken over by Sterling Moulding Materials, Ltd., 8 Heddon Street, London, W.1. A new factory is in operation in Cheshire and the original Canusa unit has been moved to there.

**G**REAT progress has been made by Buckley and Co. (Warrington), Ltd., since denationalization. The most modern methods of traffic handling, communication and accounting have been introduced into a 122-year-old business, the backbone of which is trunk haulage from Warrington to London.

The company now have 53 vehicles and 22 trailers operating under special A, public A, contract A, ordinary B, maintenance B and C licences. Each unit is named after a ship of the Royal Navy, for the company have strong marine associations. Mr. J. D. Muskett, managing director, was a naval officer during the 1939-45 war, and many of the staff served in the Navy. Indeed, in an emergency the Admiralty could raise sufficient crew at the company's headquarters to take a minesweeper to sea.

It is on record that Buckley's made and carried sail canvas and rope for the Royal Navy and for other ships which berthed at the Warrington wharf many years ago. The original John Buckley who founded the business was a coach-builder. Activities during the 19th century were varied, including dealing in animal feed.

Warrington has a 3-ton mobile crane, whilst London has a Conveyancer and a 5-ton crane.

There is a scheduled trunk service between the two terminals and immediate information regarding the progress of traffic is provided by a teleprinter system between the depots. Traffic staffs at both London and Warrington cover a full 12-hour day on turn-about duty.

In the main, the districts served are the industrial territories, lying within a 50-mile radius of Warrington

(1) A Scammell articulated eight-wheeler of Buckley and Co. (Warrington), Ltd., runs south across the swing bridge over the canal near the company's Warrington depot. (2) Mr. J. D. Muskett, managing director, is the fourth generation in the business. (3) A Foden eight-wheeled tanker, operated by Buckley and Co., waits while a small ship passes along the Manchester Ship Canal near the Warrington depot.



Motor vehicles were first used shortly after the 1914-18 war and in 1949 when the fleet was nationalized, 18 long-distance lorries were being operated. At this time the late Mr. John Muskett, the present managing director's father, was in charge. After the State organization had taken over, he served for a period with Pickfords. Meanwhile, Mr. J. D. Muskett had joined British Road Services as an engineer, with headquarters at Sandbach. Mr. J. D. Muskett, a descendant of the original John Buckley and the fourth generation of the family to be engaged in the business, aimed to secure its return to private enterprise and the Warrington unit was acquired on July 12, 1954, becoming an associate of Transport Development, Group, Ltd., the haulage, lighterage and warehousing organization.

Raddon Court, the headquarters of J. Buckley and Co. (Warrington), Ltd., was previously a B.R.S. maintenance unit and the facilities there are supplemented by a warehouse at Wharf Street, Warrington, where all goods are handled on pallets by Conveyancer 5,000-lb. fork-lift trucks. The southern terminal of the Warrington-London service is at the company's Pembroke depot at West Ferry Road, Millwall, E.14. The Warrington warehouse can accommodate 3,000 tons and the London depot warehouse 500 tons. In addition to the fork trucks,

and within 50 miles of the City of London, but North Wales is also a source of much traffic and naturally the vehicles work to other areas as required. Although the bulk of the work is long-distance, Mr. Muskett told me that there is a developing demand for local haulage, as well as a large increase in smalls distribution. The growth of smalls traffic has, of course, been occasioned by a general reduction in industrial stocks and reduced purchasing.

A speciality has been made of the distribution of periodicals for several well-known publishing houses. Whilst this activity has the advantage that the schedules are decided well ahead of the delivery dates, great care has to be taken to comply strictly with the timetables. A good example of this facility is the departure known as the Blackpool Flyer, which for more than five years has regularly delivered weekly periodicals to distribution centres in Warrington, Wigan, Preston, Walton-le-Dale, Blackpool, Lancaster, Morecambe, Ormskirk and Southport, without delay.

Bundles of periodicals are collected from the printers in London, Watford, Gravesend and elsewhere, and are brought in bulk to Warrington, where they are sorted and distributed to wholesalers. Buckley's responsibility includes the Irish and Isle of Man consignments, for

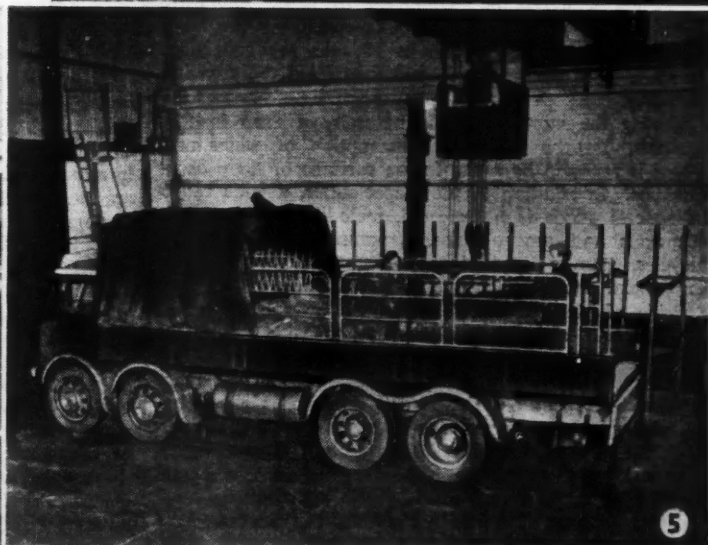
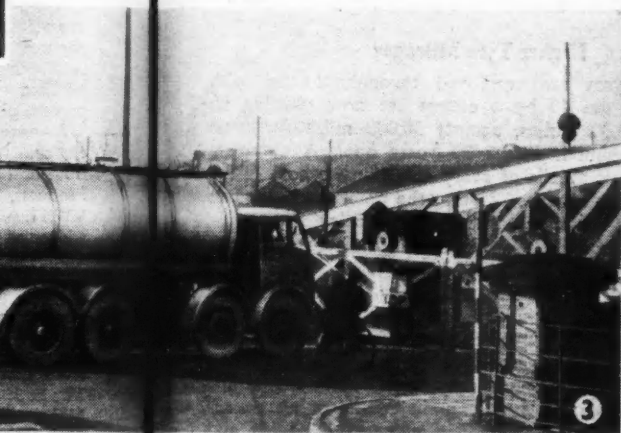
London has  
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with 3 Vehicles and 22  
Tram Employs Modern  
Methods of Administration*

(4) A Bedford articulated  
six-wheeler sets off on  
the run to London from  
the company's Warring-  
ton headquarters. (5) An  
Atkinson eight-wheeler  
with a special sliding tilt  
takes on coils of wire  
from an overhead crane.

# Hulage Fleet with Marine background

by Ashley Taylor, A.M.I.R.T.E.



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Atkinson rigid eight-wheeler is loaded with soap powder at a factory in  
Warrington. (7) The Blackpool Flyer—an Atkinson eight-wheeler—unloading  
newspapers at a newsagent's premises in Blackpool. This service,  
linking weekly periodicals, links London publishers and Lancashire wholesalers.



which it is necessary to make deliveries at three different Liverpool docks on Saturday mornings.

In the face of such difficulties as dock strikes, every effort must still be made to ensure that the reader has his favourite journal on publication day and, with this as an objective, it has on occasion been necessary to charter aircraft for the final leg of the journey. Even in the best of well-regulated fleets breakdowns can occur and, should this happen when a driver is carrying urgent printed matter, he will stop one of the company's vehicles and the two loads will be transferred on the spot, so that there shall be the minimum of delay.

Wire manufacture forms a substantial industry in the Warrington area. These products are handled in consignments ranging from 1 lb. to full loads and, indeed, fleet loads. Steel in various forms is carried from the north-west.

### Service for Seedsmen

For several years a special feature has been the collection of the seed harvest throughout the eastern counties and its transport and delivery to the wholesale seedsmen in the north-west. A high degree of personal service must be given in this connection. For instance, Buckley's London office must telephone individual farmers to find out when it would be convenient to load. Spotlessly clean bags must be used and the quantities can vary widely from, perhaps, a ton to 10 tons per collection. In some cases the seed is lifted direct from the combine harvester.

During the winter there is naturally a drop in this business, but the increased consumption of wines and spirits is reflected by a rise in the carriage of these commodities. In addition to these specialities, a wide range of general goods is transported, including, for instance, chemicals and orange juice, structural machinery and bicycles, stoves and ice, boats and ammunition, ceremonial dress and judges' wigs.

Pride of place in the fleet is taken by five Scammell Highwayman articulated eight-wheelers with automatic couplings. In two cases they also have twin air-braking systems to connect with the 25-ton low-loaders. Tilt vans, sided vehicles and 20 Foden and Atkinson rigid eight-wheeled platform lorries are operated on the regular nightly trunk service. Six Atkinson rigid eight-wheelers with dolly trailers of the type described in *The Commercial Motor* on December 12, 1958, are also employed for this purpose. Six Foden rigid eight-wheeled tankers of 3,500 gal. capacity are operated on day and night schedule. The remainder of the fleet consists of 12-ton articulated vehicles, 6-ton "flats," and six mule-train vehicles of 22-ton carrying capacity.

### Varied Bodywork

The eight-wheeler with Gardner engine and air brakes is the basic type. A variety of special bodies is fitted to meet different needs, including tipping work. Sliding tilts, of which several are in use, enable a vehicle to act as a van in London and a "flat" in Lancashire. The canopy superstructure is designed on the lazy-tongs principle. When necessary, cranes can be used for loading, but once this is complete the vehicle is essentially a van.

Over the full year the long-distance machines average 55,000 miles and those on short-distance work 20,000 miles, giving a total fleet mileage in the region of 2½m. During the same period the fleet carries some 150,000 tons.

A fully mechanized accounts department has been developed, all costs being budgeted in advance. The variation of actual performance from the standard is

D18

used as a method of control over departments and individuals. Each week a statement of profit is prepared which shows the results of each vehicle in the fleet. These accounts are employed as a basis for the investigation of running efficiency, loading efficiency and rates structures. Detailed monthly trading accounts are produced so that the management are given an up-to-date picture of the progress of the business which enables them to review policy, and amend it where necessary. A monthly summary of maintenance costs is checked against the overall monthly budget.

Maintenance is carried out on a regular system, the framework of which is divided into four parts. The first consists of the 500-mile A task, which is a driver's duty and is performed daily on trunk vehicles. Next comes the grease-pit routine—the 5,000-mile B task—which is completed monthly by one fitter in co-operation with a greaser. A half-yearly overhaul (C task) follows at about 30,000 miles. Finally there is the 180,000-mile D task—a major dock that can be expected at about three-yearly intervals and will include renewal of the cylinder block, pistons, rings, timing chain and numerous assemblies.

In fact, the maintenance schedule is regarded as flexible, as the big improvement in modern lubricants has resulted in engine units yielding much greater mileages. Shell Rotella T lubricant is used exclusively.

### Higher Tyre Mileages

Firestone tyres are employed throughout and with normal usage the 40 by 8 covers are now yielding an average of 50,000 miles, against 30,000 miles for tyres employed on similar duties 20 years ago. A complete tyre record gives details of every cover in the fleet. They are numbered and marked so that the precise mileage can be registered and the cost per tyre mile calculated.

A special watch is maintained on braking efficiency, refaced shoes being kept in readiness.

A full record is maintained of daily defects that have been reported, together with information on action taken. From an analysis of invoices received a record is provided of the material used on the various jobs and of any outside specialist work that may have been necessary.

Vehicle maintenance logs contain details of all instrument readings such as those for cylinder-bore wear and of micrometer readings showing crankshaft and similar dimensions. A chart in Mr. Muskett's office shows at a glance the precise situation of the maintenance programme in relation to every unit in the fleet.



The teleprinter room at Buckley's depot at Millwall, London. This modern system of communication is used between Warrington and the capital.



"Few vehicles could be expected to operate on this sort of job without trouble for more than a few weeks, but if any could

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**Political Commentary****By JANUS**

# Death Wish

**W**HOM the gods wish to destroy they first make mad. This was the explanation in classical days for what it is now fashionable to call the death wish. Either theory fits very well the present activities of the Labour party. They seem anxious to show themselves in the worst possible light, as though the very last thing they would like is a victory at the coming general election. Defeat would be a disaster that might easily split the party, but the danger has weakened rather than strengthened the will to win.

Apart from what may be merely blunders, such as staging a debate on unemployment on the very day that the Ministry of Labour figures began to show a turn for the better, the Socialists have persisted in showing the public the more repellent side of their policy. They have spoken about nationalization of road haulage, combined with restrictions on the right of the trader to carry his own goods, as though proposals of this kind were an automatic guarantee of popularity. For iron and steel the Labour party have produced a more detailed plan than previously, and it has been coldly received. It only remains for them to seal their fate by bringing out a similarly detailed account of what they have in store for the transport industry.

The Conservatives have the easy task of condemning the Socialists out of their own mouths. Almost any recent statement would do as text. It would probably pay the Conservatives, for example, to issue as a pamphlet last month's debate in the House of Commons on the road programme. The Socialists had chosen their own ground, and should therefore have been in the best possible position to show the Government in an unfavourable light. In spite of this, all the honours of the debate went to the Government.

## A Sporting Event

The subject of roads is not one that divides the parties in the same way as the question of nationalization. Where a debate has a strong political flavour, the listener, or the reader of "Hansard," is apt to take sides even when he is not deeply committed, just as he tends to support one team or the other when watching a sporting event. More often than not, he is a partisan from the first. He wants his own side to win, or at least to have the best of the argument if the voting is a foregone conclusion. He is, therefore, in no mood to be judicious.

Mr. Ernest Davies, M.P., who opened the debate on the road programme, agreed that the subject was not passionately controversial, and welcomed the fact that the programme is expanding. His criticisms concerned the methods rather than the policy. There was, in his opinion, no master plan. He "would not put it past" the Minister of Transport to sow where he could reap the most prestige and political gain, and to spend a disproportionate amount on roads in marginal constituencies.

In relation to resources and needs, and in comparison with what was being done abroad, particularly in Europe, Mr. Davies considered the present programme inadequate. Although the figures appeared to show that more and more money was being allocated, there had been no real increase in authorization and expenditure on what had been announced some years ago. There was still very little that had been done to build urban motorways.

The occasion might almost have been stage-managed to allow the Government to show themselves in the best light.

Mr. Harold Watkinson, the Minister, was able to give examples from a long list of road schemes that were being tackled or planned. Because Mr. Davies had mentioned the Preston by-pass, the Minister was once again able to give the official version of an unfortunate incident for which he and the Lancashire County Council are attracting public sympathy rather than blame.

Above all, there was the perfect opportunity of a counter-attack, and the Minister did not neglect it. Whatever the short-comings of his own programme, he could point out that the Labour party did virtually nothing while they were in power. What was even more heinous was the lack of any preparatory work. "This work need not have cost a great sum of money," said Mr. Watkinson, "but no attempts were made to secure lines or start the long and necessary negotiations." When the Conservatives took office there was a gap of 20 years to close. Mr. Watkinson's Conservative predecessors had much painstaking preparatory work to do, and the benefit was accruing to him, as he explained with due modesty. "It is right that this should be on the record," he added, and one may hope he felt properly grateful to the Socialists for giving him the chance.

## Obvious Contrast

The Minister struck the proper note of restraint. The facts were all in his favour, and merely needed to be stated. The more that Socialist speakers maintained—as they nearly all did—that the road programme was still inadequate, the greater was the obvious contrast between their present pretensions and their past performance. There was no need for the Conservatives to say—as, being politicians, they may have been tempted to add—that the Labour party when in office were too busy with nationalization to care about roads, or even that, because they were taking over road transport, they no longer regarded roads as necessary. The Socialists, however, were reduced to making just this kind of debating point.

Mr. Davies set the tone by solemnly criticizing the Government's claim to be the most considerable road builders since the Romans. How did the Minister know what the Romans spent on roads, asked Mr. Davies, and what did it amount to per head of population? Other Labour speakers seized upon a reference by the Minister to a "car-owning democracy" for which a bigger and better road system was essential. Mr. George Darling could hardly disapprove of the slogan, which was the sign of an expanding economy; but he went on to suggest that the Minister ought to agree to higher wages all round, so that the workers could buy the cars, and that Conservative local authorities should not be allowed to evict car-owning tenants from council houses.

Another Labour M.P., Mr. A. E. Hunter, referred to a recent Gallup poll that put the provision of better roads second on the list of items on which the public would like to see public money spent. The preference thus expressed may explain the anxiety of the Socialists to discuss the road situation so that they could go on record as being even keener on road-building than the Conservatives. If this was the motive for the debate, it hardly succeeded. The public are guided by the record of what has happened rather than by promises. On looking back over the debate, the Labour party can hardly feel that it was of much use to their cause, unless they have a secret reluctance to take office and would prefer to be defeated in the election.





*Taken at 25 m.p.h., this water splash, which covers a loose, deeply pot-holed surface, did not embarrass the suspension. Although all the springs bottomed, the steering was unaffected.*

**T**HE Trojan reputation for building vehicles which are noted for fuel economy is enhanced by their latest product, a 25-cwt. forward-control van. On test it carried rather more than its full payload at an average speed of over 28 m.p.h. over a difficult route using fuel at the rate of only 34.5 m.p.g.

The new vehicle is the first full-forward-control chassis to be manufactured by the company. Previous forward-control chassis produced for specialist bodybuilders have been basically forward-control conversions of existing normal-control models.

In appearance the new van compares most favourably with its predecessors which might be described kindly as having rather outdated styling. Its attractions, however, do not end there. In addition to the extra 5-cwt. payload capacity provided, the large body gives up to 350 cu. ft. of useful space.

The van has a wheelbase of 9 ft. 4 in. and follows normal Trojan practice in having a chassis frame made up of box-section members with cruciform bracing to provide a very rigid structure. The test vehicle complied with the standard specification, having a Perkins P3/144 (V) three-cylindrical indirect-injection oil engine and a four-speed constant-mesh gearbox.

Other models based on the chassis are a personnel carrier and a rural bus which will be available shortly.

D22

The Perkins Four 99 1.6-litre oil engine, which was to be used for bus applications of this chassis, is no longer a production option.

The new chassis have the novel Trojan independent front suspension layout originally introduced for the Senior normal-control model. This design incorporates trailing arms to carry the stub-axles, with quarter-elliptic leaf springs assisted by telescopic dampers and rubber snubbers.

On arriving at the Trojan works I found that a misunderstanding had occurred over the allocation of a test vehicle. As a result, the vehicle which was provided had come straight from the production line without inspection.

This omission was to make itself felt on one or two occasions during the test, notably when the windscreen-wiper drive became deranged—incidentally demonstrating that the front cover panel was incorrectly fitted—and when the engine, which had covered practically no mileage and was very tight, boiled away most of its coolant during the hill-climb.

It is remarkable that good fuel consumption and general performance figures were obtained with the vehicle in an unfinished condition. They would probably have been even better had the vehicle been properly run-in.

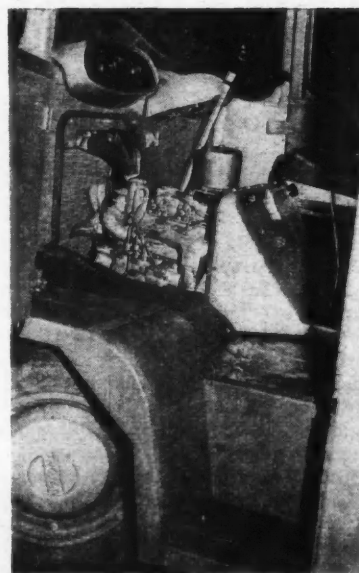
The test load was made up of sandbags and 56-lb. weights, and the vehicle was driven to the weighbridge. It was found that 26 cwt. had been put aboard, which, with myself and Mr. S.

Hogg, of Trojan, brought the gross weight up to 3 tons 3½ cwt. Of this, 1 ton 18 cwt. was carried on the rear axle and 1 ton 5½ cwt. on the front axle.

The course chosen for fuel-consumption tests was a section of the A25 road between Westerham and Riverhead. Starting from a lay-by to the west of Riverhead, the vehicle was driven on each run to Westerham, turned around the Green and driven back to the lay-by. During the stopping runs the vehicle was halted for 15 seconds with the engine idling at each stop. The route was 7½ miles long and included the congested main street of Brasted and the ½-mile-long hill into Westerham.

Partly because of difficult traffic conditions, it was, I think, more severe than test routes normally used by *The Commercial Motor* in the London area. The consumption figures obtained would have been satisfactory

## Economy Still First in



*The deep step wells on each side of the cab ensure easy entry and egress. With the cowling removed the engine is readily accessible.*

under good conditions, but in the circumstances they were exceptional.

I was reminded during these runs of the extraordinary ability of the P3/144 engine to continue to pull in a high gear once the engine speed has come down to a point which coincides with the top of the torque curve.

Slow-speed pulling is accompanied by adequate acceleration. For this part



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of the test I used the B269 road where it crosses the plateau between Warlingham and Limpsfield. Although this road is not completely flat, any inconsistency which the slight undulations might have produced in the acceleration figures were cancelled out by conducting identical runs in both directions and taking the mean.

Starting in first gear the vehicle reached 20 m.p.h. in 10.5 seconds. 30 m.p.h. in 21 seconds and 40 m.p.h. in 36.5 seconds. Second gear could be used effectively up to 20 m.p.h. and third to about 30 m.p.h. The maximum speed of 50 m.p.h. can be reached only on long level stretches or on downward gradients, and acceleration to this speed could not be included in the test.

Direct-drive acceleration runs are normally started from 10 m.p.h. On the Trojan the 4.55:1 rear-axle ratio would not permit the speed to drop below 12-13 m.p.h. in top gear, at



*The deep rear doors of the van cover a step which is an extension of the spare-wheel carrier. Flat body sides provide good display areas for sign writing.*

## First in Latest Trojan

which the engine was turning over at its normal tick-over speed without embarrassment. Acceleration from this speed produced some judder between 14 m.p.h. and 18 m.p.h., but was otherwise smooth, although understandably gentle below 20 m.p.h.

I had expected that vibration and judder would be more marked as the engine is not a naturally balanced unit. The explanation lies in the engine-mounting layout, which comprises rubber sandwiches and a small telescopic damper mounted at the front

*New 25-cwt Van has Pleasant Styling, Large Body Capacity, Low Fuel Consumption and Excellent Suspension*

**By Anthony Ellis**

between the near side of the engine and the chassis frame.

The effectiveness of the engine mountings was noted on other occa-

sions. Holding the gear lever while the engine was undergoing rapidly changing loads showed that little engine-gearbox movement was taking place. When the vehicle was stationary with the engine ticking over only slight vibration was transferred to the chassis or body.

Arriving at the bottom of Titsey Hill, the radiator temperature was found to be 175°F. at an ambient temperature of 46°F. The hill, which has a maximum gradient of 1 in 6 and is a mile long, was climbed in 4 minutes 10 seconds. First gear was in use for two minutes, with second gear engaged for the remainder of the climb, except for a short section near the summit where third gear was engaged. The speed did not drop below 10 m.p.h. on any part of the hill.

When the van was stopped at the top of the hill steam was issuing from the radiator overflow pipe and incautious removal of the filler cap to obtain temperature readings resulted in a geyser of boiling water which completely emptied the pressurized system.

How much of the overheating was due to the tightness of the engine, which at this point had completed only about 120 miles, is difficult to assess. However, on this model, the radiator header tank fitted to previous Trojans has been dispensed with, reducing the coolant capacity to 1½ gallons. For continued operation in hilly areas, the system requires



*Weight transference to the front wheels resulted in this nose-down attitude during the braking tests. The smoke was created by the electrically detonated marker gun mounted on the front bumper.*

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some modification to increase its cooling effect, particularly as the large body provided may lead to overloading.

To test for brake fade the van was coasted down the hill with the foot brake applied to keep the speed down to 20 m.p.h. At the bottom an emergency stop gave a reading on the Tapley meter of 58 per cent. When compared with the figure of 78.5 per cent. obtained later in the day with cool brakes, this showed that some fade had taken place, although it was not severe and pedal travel had increased by less than an inch. Some of the increased travel was undoubtedly caused by the new brake facings bedding-in.

After replenishment of the cooling system the van was returned to the steepest portion of the hill, where the hand brake held it easily and a satisfactory re-start was made on the 1 in 6 gradient.

### Effective Braking

Braking trials were conducted on a surface of granite chippings, which, although wet, was sufficiently rough to provide good retardation. Although the Lockheed brakes used are similar to those employed on the Trojan 1-ton models, they were most effective. The braking sequence was smooth, giving deceptively quick deceleration. The vehicle pulled up at all times in a straight line without the need for pronounced steering correction.

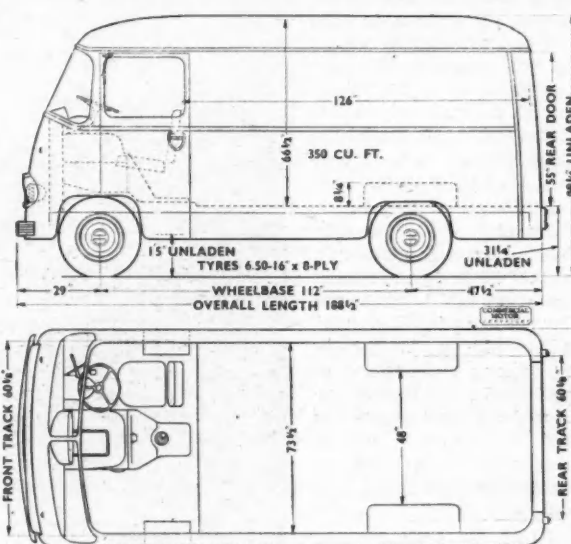
The hand brake, which has a robust lever mounted on the right of the steering column, where good purchase can be obtained, was rather disappointing, giving a Tapley reading of 22 per cent. The lever was, however, at the end of its ratchet, probably because of the bedding-in of the rear brake facings on previous tests. With proper adjustment it would, I think, produce exceptional figures.

The trailing-arm suspension came through with flying colours. Both laden and unladen the ride was extremely good, whilst cornering was exceptional.

### Good Suspension

Fast cornering was aided by precise steering through a normal cam-and-double-roller box. Although found later to be excellent, the steering at first seemed rather dead, as there was no back motion at the steering wheel when traversing rough surfaces. With one front wheel running over cat's eyes at about 35 m.p.h. the regular thuds as it hit them could be heard, but none of the road-wheel movement could be felt by the driver, clearly demonstrating the efficiency of the suspension.

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### ROAD TEST No. 655/M114—TROJAN 25-cwt. VAN

MODEL: Trojan 25-cwt. 9-ft. 4-in.-wheelbase chassis with 350 cu. ft. van body.

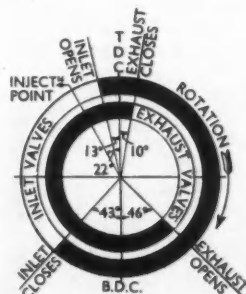
#### WEIGHTS:

	Tons	cwt.	qr.
Unladen...	1	13	1
Payload...	1	6	0
Driver, observer, etc.	4	0	0
	3	3	1

#### DISTRIBUTION:

Front axle	1	18	0
Rear axle	1	5	1

ENGINE: Perkins P3/144 (V) three-cylindered indirect-injection oil engine; bore 68.9 mm. (3.5 in.); stroke 127 mm. (5 in.); piston-sweep volume 2.36 litres (144 cu. in.); maximum net output 37 b.h.p. at 2,400 r.p.m.; R.A.C. rating 14.7 h.p.; maximum net torque 94 lb.-ft. at 1,300 r.p.m.



FIRING ORDER 1-2-3  
COMPRESSION RATIO 16.5:1  
VALVE CLEARANCE 0.010"

TRANSMISSION: Through 9-in.-diameter single-dry-plate clutch to four-speed constant-mesh gearbox, thence by one-piece propeller shaft to the three-quarter-floating hypoid rear axle.

GEAR RATIOS: 4.02 to 1, 2.59 to 1, 1.46 to 1 and 1 to 1 forward; reverse 5.03 to 1; rear-axle ratio 4.55 to 1.

BRAKES: Lockheed hydraulic system with two-leading-shoe units on the front wheels and leading-and-trailing-shoe units on the rear wheels. Hand brake linked mechanically to rear wheels only. Diameter of drums 10 in.; width of facings, front, 1 1/2 in., rear 1 1/2 in.; total frictional area 134.8 sq. in., that is, 42.6 sq. in., per ton gross weight as tested.

FRAME: Box section welded construction with cruciform bracing.

STEERING: Marles cam and double-roller.

SUSPENSION: Front, independent by trailing arms with elliptical leaf springs and telescopic dampers. Rear, semi-elliptical leaf springs and telescopic dampers.

ELECTRICAL: 12v. compensated-voltage-control system with 72 amp.-hr. battery.

FUEL CONSUMPTION: See separate panel for detailed results.

TANK CAPACITY: 8 1/2 gal., range approximately 270-290 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 10.5 sec.; 0-30 m.p.h., 21 sec.; 0-40 m.p.h., 36.5 sec.; direct drive, 13-20 m.p.h., 17.5 sec.; 13-30 m.p.h., 35 sec.; 13-40 m.p.h., 48 sec.

BRAKING: From 20 m.p.h., 18.5 ft. (23.3 ft. per sec. per sec.); from 30 m.p.h., 45 ft. (21.6 ft. per sec. per sec.).

WEIGHT RATIO: 0.584 b.h.p. per cwt. gross weight as tested.

TURNING CIRCLES: Between kerbs, 48 ft. both locks. Swept, 50 ft. both locks.

FORWARD VISION: To within 7 ft. of the front bumper at the centre line.

MAKERS: Trojan, Ltd., Purley Way, Croydon, Surrey.

### FUEL CONSUMPTION ANALYSIS

Payload (cwt.)	Gross weight (tons)	Test	Average m.p.g.	Average m.p.h.	Gross-ton-m.p.g.	Time-load-mileage factor
26.0	3.1625	Non-stop	34.5	28.8	109.1	3.142
26.0	3.1625	One stop per mile	31.3	24.4	98.9	2.413
26.0	3.1625	Four stops per mile	24.7	19.0	78.1	1.483
13.0	2.5125	Non-stop	38.9	29.8	97.7	2.911
13.0	2.5125	One stop per mile	35.4	24.4	86.9	2.069
13.0	2.5125	Four stops per mile	26.0	19.6	65.3	1.279
Nil	1.8625	Non-stop	43.3	29.9	80.6	2.409

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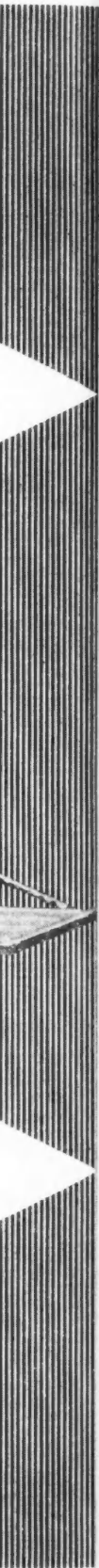
*A Land Rover  
fitted out with  
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Don't take chances-always ask for

**CASTROL** 

**by name**





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To test it to the full I found a deeply pot-holed and rutted track. Driven along this at about 25 m.p.h. the van required no more effort to control it than was needed on normal road surfaces.

Steering was heavy at low speeds, partly because of the use of a steering wheel of only 16½-in. diameter. There is plenty of room for a larger wheel, as the present one is placed rather far from the driver and the windscreen.

Unless the adjustable seat is moved right forward the position of the wheel makes a straight-arm attitude essential. With the seat in this position, however, the delightful straight gear lever is uncomfortably far from the driver's left hand. Thus the greater purchase provided by a larger wheel would be accompanied by an improved driving position.

#### Easy Access

Access to the driver's seat is good. The deep door covers a step well the bottom of which is only 15 in. from the ground when the vehicle is unladen. No bulkhead was fitted behind the driver's seat on the test

vehicle, giving the driver direct access to the load.

Engine noise, which could be severe with the unit situated high up beside the driver, is not excessive—the result of the use of plastics engine covers. This material is employed also for the internal front bulkhead and the instrument cowlings. Plastics is used also for the cab roof and for the external front panelling.

The test vehicle was comprehensively equipped with twin windscreen wipers and flashing indicators. The instrument layout is neat, but no map pockets or containers are incorporated in the dashboard. There is, however, a tool box under the driver's seat.

I did not have time for the maintenance tests which are usually conducted by *The Commercial Motor*. A cursory inspection, however, showed that these should present little difficulty. The high engine position, combined with removable panels on each side of the cowlings, each secured by three bolts and two screws, allows the sides of the unit to be fully exposed.

A flap in the front panel can be let down after releasing two budget locks to give access to the radiator filler cap and the two fuse boxes. After this, loosening of two nuts and the removal of two self-tapping screws allow the complete front panel to be detached. There is then clear access to the front of the engine for work on the timing case, radiator or dynamo.

#### Engine Changes Simplified

Simple engine changes are catered for by a special item of equipment supplied by Trojan. This is a small L-shaped gantry which fits on to the chassis frame behind the gearbox. The longer side of the L then protrudes from the front of the vehicle, where it is supported on a tripod. A carriage provided with a sling for attachment to the lifting points of the engine runs along the gantry and in this way the engine can be run out of the vehicle.

The basic price of the van with the three-cylindered engine and four-speed gearbox is £935, plus £131 18s. 6d. purchase tax.

## Tyre Service Keeps a Fleet Busy

INTENSIVE use is made of a fleet of light vehicles by Wilsons Tyre Depot, Ltd., to provide road transport operators, farmers and civil-engineering contractors with a readily available tyre service. The company, who employ 85 people, have their head office at Wrexham and branches in seven other towns extending from Leominster to Oldham.

Nine Morris J-type 10-cwt. vans and 11 Morris 25-30-cwt. vehicles make up the major section of the fleet. In addition there are 15 other vehicles comprising a few 3-tonners and light vans of various makes.

Each depot serves an area of approximately 25 miles radius, although the mileage covered by the vehicles varies according to density of population. For

every mile that an Oldham-based van would cover, a Bangor vehicle would run two. The average figure is 600 miles a week.

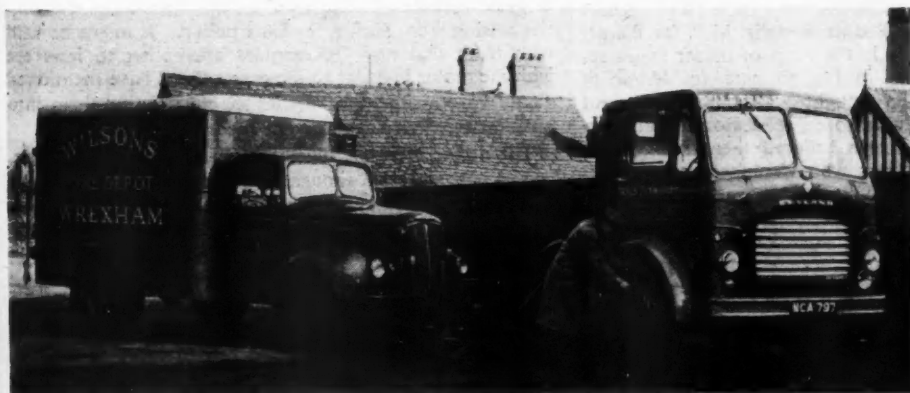
So that roadside breakdowns can be speedily attended, it is the policy to have at least one service van standing by at each depot for such emergencies. Other vehicles are used by salesmen for delivery to customers, and for visiting operators who wish to have their tyres inspected regularly. Most hauliers prefer checks on Saturdays, but coach owners are busy on this day and are conveniently seen during the week.

Some rough running for the vehicles, which carry petrol-engined compressors and hydraulic bead breakers for giant tyres, is involved when their work takes

them to farms and building sites. The heaviest vehicles are mainly employed on supplying depots with stock and collecting worn tyres for scrap or remoulding.

There are no oilers in the fleet. About 30,000 miles are covered before new pistons and rings are necessary, and 45,000-50,000 until a rebore is undertaken. Maintenance is done at Wrexham by the company's own fitters, and each vehicle is examined at six-weekly intervals.

In recent years, the business has been expanded through the exploitation of the mobility made possible by operating vehicles, and this has coincided with a greater awareness of tyre economy by users. The company have their own repair plant and a few months ago opened a new central tyre store in Wrexham.



One of Wilsons Morris service vans attending to a Leyland Octopus operated by Bell's Transport (Wrexham), Ltd. A portable compressor is being used. Wilsons have vehicles at each of their depots and the company's success is largely because of the mobility made possible by operating vehicles rather than working solely from static premises.

*Socialist Policy May Not Stop at the Renationalization of Road Haulage:  
The Motor Industry May Find Itself in the Firing Line: Now is the Time to Act*

**V**ARIED opinions may be expressed about the value and result of the Road Haulage Association's publicity campaign against renationalization, which is part and parcel of Socialist policy. At its worst, publicity will do no harm; at its best, the impact on the general body of voters will not be great. The affected part of road haulage is too sectional—and too small a section at that—ever to become a major issue during a general election.

Some 20,000 vehicles—the object of political strife—out of more than 1½m. goods vehicles may not, in many minds, even be considered representative of goods road transport. Kindred bodies and those on the fringe, who might have given active support to the R.H.A., are sitting on the fence, waiting to see on which side the scale is weighted. That may or may not be sound policy, but if the scales tip in the wrong direction the future will hold a big question mark. And experience of 1945 proved that it is impossible to fight after a *fait accompli*.

The Socialist Party have stated that they will take over that part of road haulage returned to private enterprise by the Conservatives in 1953. What of it, the uninterested voter might ask, recalling that half the British Transport Commission's vehicles could find no buyers in the break-up of State transport. What personal difference does it make to me if traffic passes by private enterprise, British Road Services or rail? Many private motorists would be glad to see much of the traffic passing by road transferred to rail, cutting down the number of trunk vehicles on the roads.

#### **A Fool's Paradise**

A selfish attitude, perhaps, but one that still carries a vote. Apart from those directly interested and whose livelihood is at stake, the issue will be considered too trivial on which to record a vote in a general election, even if apathy is overcome. If this diagnosis has any degree of accuracy, the remainder of the motor industry is living in a fool's paradise.

A significant pointer of the shape of things to come, of which surprisingly little notice has been taken, was a recent statement by Mr. George Brown, Socialist M.P. for Belper, a constituency not exactly in the heart of motor manufacturing. He was reported in *The Commercial Motor* of February 27 as saying he thought a Labour Government could take sufficient powers to exercise close supervision of the motor industry. He believed there are enough public-spirited manufacturers who would co-operate with a Socialist Government without nationalization.

This could have been an "off-the-cuff" remark by an individual to suit the mood of a particular audience. On the other hand, it could have been a carefully prepared missile fired on a fact-finding orbit of reaction. Either way, the words have a literal meaning which have devastating implications for the entire motor industry. I use the term "motor industry" in its widest possible sense, from the ships bringing crude oil and iron ore to the ports,

through all its phases down to the forecourt and mechanic's bench of the smallest two-pump service station.

The miners' unions, perhaps apprehensive about the future, have been pressing for preference to be given to coal over oil, regardless of scientific progress. What better way to implement that policy than by control of oil imports and direction in the necessary places to use coal and not oil?

It could end the transfer to diesel power on the railways, stop further expansion of oil-firing and power generation from it in general industry, and cause a reversion from oil to coal in many instances. I do not quite enter the realms of fantasy in imagining direction to motor manufacturers to develop a modern version of the steamer, obsolete since about 1928, for heavy goods road haulage, using coal as fuel.

C-licensees, strong in numbers, may relax just now, sure in the knowledge that any scheme of control would be too unwieldy and impracticable in administration. But control at the source is a different matter and release of goods vehicles to the home market could be geared to replacement only.

It would mean merely filling in a fussy little form giving good reasons why a specific vehicle should be replaced. On the other hand, a potential new operator would have to complete more than one form, and he would have no certainty that "yes" would be the answer.

#### **Drastic Measures**

We hear a good deal about cars choking city streets by standing at the kerb all day. Very well, halve the release of cars to the home market, and if time does not effect an improvement, cut the quantity again. After all, there are communal buses for passenger transport, and walking helps to keep one's weight down. If there are objections, control of fuel supplies will sort them out.

I may be accused of spreading alarm and despondency, but I am not alone in believing that a future Labour Government may be induced to take drastic action to curb road transport in the interests of the railways and to place the welfare of miners before wider considerations.

Space forbids exhaustion of all the interesting possibilities arising from such a Socialist policy. It might be said with truth that any Government attempting to interfere with the motor industry to the extent that I have mentioned would have a short life. Quite so, but why put them into office in the first place through sheer negligence?

The motor industry, together with its tentacles, is widespread and powerful enough to make its aims and objects a major issue, alongside current problems, in a general election.

The time for action—perhaps short—is before that happens, and not after the day is lost, when a fight back has to start from behind scratch. The Road Haulage Association are lighting the torch: let it be stoked up. X will mark the spot at the ballot box in more ways than one.

## **X . . . Marks the Spot**

**Says Arthur R. Wilson,  
M.I.R.T.E.**



# A great all-new highway Giant!

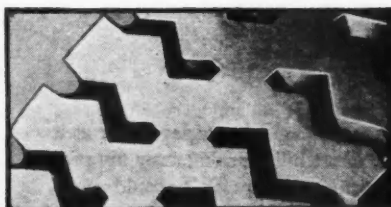
# CROSS-RIB

built with triple-tough



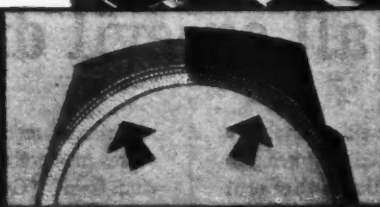
## NYLON

Three big new features plus unmatched Goodyear tyre-building experience add up to the toughest, longest-life road mileage tyre ever built. The new Cross-Rib by Goodyear gives you as much as 40% more original mileage. More traction and stability with its new wider, flatter tread. And more remoulds—because it's specifically designed to make fullest use of the outstanding advantages of its triple-tough 3-T Nylon cord carcass. For a new measure of highway mileage, fit the new Cross-Rib by Goodyear now.



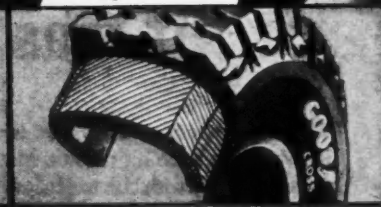
### NEW TREAD DESIGN

The exclusive Cross-Rib tread design puts more rubber on the road, gives greatest heat dissipation for coolest-ever running.



### EXTRA TREAD DEPTH

The non-skid depth of the Cross-Rib tread is up to 40% greater than ordinary truck tyres . . . it means far more original mileage.



### 3-T NYLON CORD

The first truck tyre specially designed for exclusive, miracle-strength 3-T Nylon Cord. Gives longest tyre life, lowest-ever costs.

# GOODYEAR



## “Assure me, dearest Matilda, it was all an evil dream”

“Oh villainy most vile!” With this wild eldritch cry Egbert started from his pillows. Matilda, hurrying to his side, pleaded with him to disclose the cause of such piteous perturbation.

At length, with many a sigh and groan, Egbert gasped, “Driving upon a dark and lonely road, I was of a sudden set upon by footpads and thieves who seized me, hurled me viciously into the roadway and drove off with joyous laughter, mindless of my plight. Even now those dastardly wights are reaping the fruits of

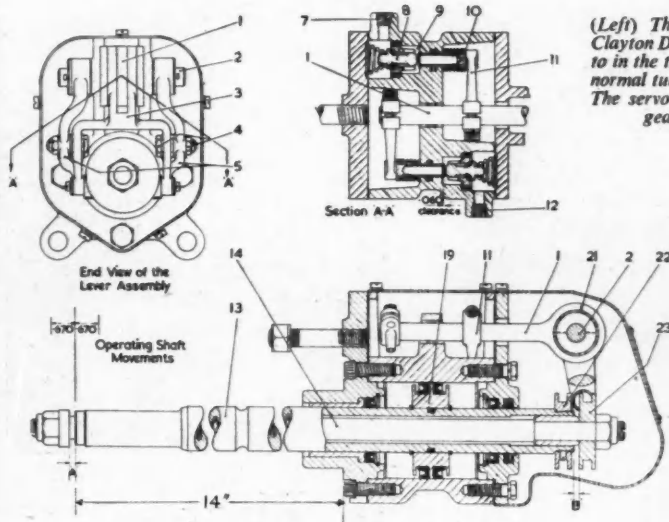
my labours, enjoying my engine’s surging power as it makes mock of the direst hill, burning away my precious fluid!” \*Overcome with anguish, he could say no more. “Courage, my brave Egbert!” Matilda resolutely entreated him. “You are here, in your own bed, Egbert. You have but dreamt this calamity.”

Hope battled with despair in Egbert’s face. Clutching her hand in his troubled grasp, he breathed, “Assure me yet again, dearest Matilda, assure me it was all an evil dream.”

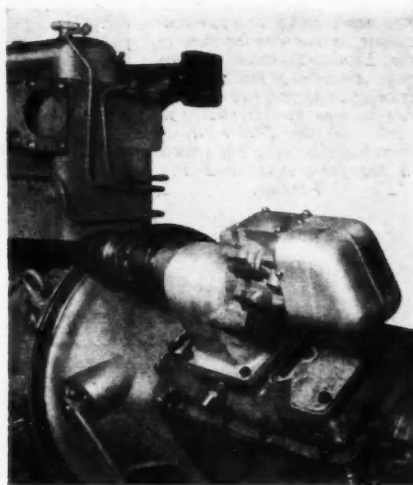


\* The finest quality Derv—BP Derv—is available at Agency sites throughout Britain. With a Shell and BP Derv Agency card your drivers can fill up with BP Derv on credit or for cash at agency rates. The sign on the right is the sign they should look for.





(Left) These drawings show the general arrangement of the Clayton Dewandre gear-changing servo, the figures being referred to in the text. The servo bolts to the gearbox in place of the normal turret, and air pressure actuation is employed. (Below) The servo installed on a Scania-Vabis five-speed synchromesh gearbox shows the compact dimensions of the unit.



## New Air Servo for Heavy Gearboxes

**A**N air-pressure servo to facilitate gear-changing with heavy-duty synchromesh gearboxes has been brought to its final stage of development by the Clayton Dewandre Co., Ltd., Lincoln. It was mentioned in *The Commercial Motor* on October 3, 1958, but at that time it was only in pre-production form.

The servo unit forms an extension of the gearbox, the actuating and operating shafts passing through the gearbox housing. The inner actuating shaft is coupled to the gear lever and the gearbox toggle arm is clamped to the outer operating shaft.

### Augmenting Driver's Effort

Movement of the gear lever reciprocates the actuating shaft within the operating shaft, opening either of the two distributor valves and allowing air pressure to be communicated to the appropriate side of a double-acting piston, thereby augmenting the driver's effort. With the gear lever in the neutral position clearances of 0.16 in. are provided at A and B to control the operational range of movement of the actuating shaft. Should the air pressure fail, the gearbox can still be operated manually.

Referring to the diagram, it can be seen that the gearbox servo consists of the following principal components: a lever assembly, through which movement is transmitted to the rod operating the distributor valves; the operating shaft, which forms the piston rod, together with the inner actuating shaft; and the distributor valves, which receive air from the air-pressure reservoir and control the supply to the power cylinder. The piston

### Clayton Dewandre Device Reaches Production Stage: British Maker Now Testing It

(19) has two sealing rings to permit two-way operation.

The inner actuating shaft (14) is connected through the rear collar (23) to the reaction lever (3), which is in turn coupled to the valve rod (1) by a bush (21). The outer operating shaft (13) is connected by an inner collar (22) to two outer support levers (5), which pivot on a shaft (2). The reaction lever (3) and bush (21) are designed with clearances over shaft 2. The reaction lever and support levers are coupled together each side by the nuts and pivot bolts (4).

Air from the reservoir is fed to each of the distributor valves through ports (7 and 12). When the servo is not in operation the distributor-valve plungers (10) are unseated to provide an open passage from each side of the piston to atmosphere.

### Moving Gear Lever Back

Initial rearward movement of the gear lever reduces the clearance at A, moving the actuation shaft (14) to the right within the operating shaft (13) and increasing the clearance at B between the two collars (22 and 23). The lower ends of the reaction lever (3) are carried to the right, pivoting on pins 4 in a scissors action and moving the distributor-valve rod (1) to the left.

The valve-operating lever (11) moves forward the spring-loaded valve plunger (10), which seats against the distributor valve (8), cutting off the connection to

atmosphere. Further movement opens the distributor valve (8), allowing air under pressure to pass from port 7 into chamber 9 and through the passages in the body into the left side of the cylinder.

As the air pressure rises in the cylinder it moves piston 19 and operating shaft 13 to the right, thus assisting the gear-change so long as the driver continues to apply effort on the gear lever.

When the gear has been engaged, the operating shaft will override the actuating shaft, which is retained by the gear lever, decreasing the clearance B between the collars. This causes the reaction lever to pivot, so that the top is again centrally disposed over shaft 2, and the valve rod (1) moves to the right, allowing the distributor valve (8) to seat and the atmospheric valve to open. Thus all air pressure in the cylinder is released to atmosphere.

### Gear Changes Forward

Forward movement of the gear lever increases the clearance at A and reduces the clearance at B, moving the distributor-valve rod (1) to the right. This causes the opposite distributor to be operated, admitting air to the right side of the cylinder. The remainder of the operation follows the sequence already described.

This new Clayton Dewandre unit has been supplied to A.B. Scania-Vabis, Sodertälje, Sweden, for use on the five-speed synchromesh gearbox mated to the D10 10.26-litre 165 b.h.p. six-cylindrical oil engine used in the new range of L.75 goods chassis. An experimental unit has also been supplied to a large British vehicle manufacturer for development testing.



## Planning for Profit

*W. W. Drinkwater (Willesden), Ltd., are engaged upon excavation work under arduous conditions in the construction of the London-Yorkshire motorway. A number of Dodge tippers is being employed, two of which can be seen in this picture at work on the Farley Green stretch of the route. The vehicle in the foreground is a new 7-tonner.*



## Section 19 And All That

CLOSELY allied to the topic of log sheets discussed a fortnight ago is the vexed problem of drivers' hours. Whether in Parliamentary debate, reports of court cases, or—by far the most frequent cause—repercussions resulting from daily scheduling of duties, the subject is receiving increased attention from many quarters. Yet the basis of all these difficulties—Section 19 of the Road Traffic Act, 1930—is contained in a few paragraphs, and provides an excellent example of how misleadingly innocuous such regulations can appear to be.

Vehicles to which the section refers are public service vehicles, heavy and light locomotives, motor tractors or any motor vehicle constructed to carry goods other than the effects of passengers. Vehicles not constructed to carry a load are termed motor tractors if they are up to 7½ tons in weight, light locomotives between 7½-11½ tons, and heavy locomotives if they exceed 11½ tons. As the law speaks of vehicles "constructed to carry goods," rather than to goods vehicles, it applies whether they are loaded or not, because construction, rather than use, is the determining factor.

The sub-section dealing with the period for which a driver may remain on duty states that no one may drive or cause anyone to drive for a continuous period of more than 5½ hours. Any two or more periods are deemed continuous unless separated by an interval of not less than half an hour in which the driver is able to obtain rest and refreshment.

These continuous periods must not total more than 11 hours in any 24-hour period commencing at 2 a.m., so that the driver has at least 10 consecutive hours for rest in any period of 24 hours calculated from the beginning of any period of driving. This rest period may be reduced from 10 to nine hours if the driver has at least 12 consecutive hours' rest in the next following period of 24 hours.

### What Driving Time Is

Any time spent by a driver on other work in connection with a vehicle or the load is deemed to be driving time. In the case of a public service vehicle, any time spent on a vehicle while on a journey in any other capacity than as a passenger is also reckoned as driving time.

Where a vehicle is operating on agricultural or forestry work a person is not deemed to be driving so long as the vehicle is elsewhere than on a road. Motor vehicles used for fire brigade or ambulance purposes are also exempt from the restrictions on drivers' work time. A person shall not be liable to conviction if he can prove that contravention was due to unavoidable

delay in the completion of any journey arising out of circumstances which he could not reasonably have foreseen.

The Minister of Transport may, on application from a body approved by the Minister of Labour, vary the period of time prescribed in the Section after referring the matter to the Industrial Court for advice, if he thinks the variation would not be detrimental to the public safety.

Following such an application, a variation of the provisions of Section 19 was made in 1934 and applies to drivers of goods vehicles operating under A or B licences issued in England or Wales. This provides that in any period of 24 hours, where only one period of duty is worked, the limit may be extended from 5½ to eight hours, but the driver must then be allowed intervals of rest and time for refreshment totalling at least 40 minutes. One of the intervals must be not less than 20 minutes, and be taken between the second and fifth hour of duty.

This concession also allows a driver who is employed by the week and receives at least one complete day's rest of 24 hours in each week, to drive for 12 hours instead of 11 hours, on not more than two days a week, so long as he spends some part of the 12 hours in waiting or in connection with loading or unloading the vehicle.

A variation made in 1937 permits the driver of a public service vehicle to work a through shift of 8½ hours where this is the only duty in any period of 24 hours and if the intervals for signing on and off, checking the vehicle and lay-over time total at least 45 minutes. A maximum of eight hours is permitted if the intervals total 40 minutes.

### Longer Spells at the Wheel

Where a public service vehicle driver's duties do not exceed two periods totalling 8½ hours per day, the limit of 5½ hours' continuous driving may be increased to 6½ hours, provided at least 45 minutes' non-driving time is distributed over both periods, and the driver has at least 12 consecutive hours for rest in the period of 24 hours calculated from the commencement of the first period of driving.

If between any two periods of driving of express or contract carriages there is an interval of not less than four consecutive hours at a destination during which the driver is able to obtain rest and refreshment, the period of eight consecutive hours may be substituted for 10 consecutive hours for rest on any one day in seven, or on two days if the period of seven consecutive days includes a Bank Holiday.

(Continued on page 289)





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## Fog blankets London — but these Austins get through

**L**ONDON S.W.19. Evening, winter. Fog oozes through the streets, choking and blinding. Nosing through this thick blanket, an Austin 4 tonner moves steadily, bright pink in the darkness.

The A41. Two hours before dawn. Ahead Birmingham casts an angry glow. Along the road flurries of snow cover the ice patches. Warm in the cab, a driver steers a bright pink Austin 5 tonner through the night.

**All day long, all year round** Every hour of every day, every day of every year, these Austins are on the job. They work for Spring Grove Laundries Ltd. And Spring Grove have important contracts that can't wait on the weather. Contracts with hospitals, industries, power stations, airports and hotels.

Spring Grove of Isleworth—one of Britain's largest group of commercial laundries—supply linen to 54 major hospitals in and around London. Every day 12 Austin 5 tonners are on this job alone. Through the night Austin 3 and 5 tonners take the road north from

Hertford with loads for Birmingham's and Manchester's industries.

**Thousands of customers** Austins serve 60 power stations from Southampton to the Wash, deliver Rolomatic towels for B.E.A. cloakrooms at London Airport, supply over 7,000 customers in hotels and factories who use the Spring Grove linen hire service.

Spring Grove also keep the man in the street well-dressed. They have a dry cleaning service operating from Staines to Plaistow. The 4 ton Austin diesels on this service are on collection and delivery work from 8 a.m. to 2 a.m., cover over 1000 miles a week.

**The trucks for the job** Reliable transport is essential for this job. Spring Grove could not take chances. They put their transport in the hands of specialists—Blox Services Ltd., of Morden. Mr. R. P. C. Block, Managing Director of this transport hire firm, recommended Austins. Spring Grove now have 32 on contract—3 A40s, the rest 3, 4 or 5 ton f.c. diesels.

Mr. Block, with over 70 Austins in

his fleet, and 30 years' experience of vehicles of every kind, says, "Of the popular makes we have found Austins the most robust. They compare very favourably for economy of running and maintenance—and they're thoroughly reliable. Also Austins have the range to suit all trades. I've just ordered three new 3-tonners and I shall go on using Austins."

The Austin vehicles used by Blox Services Ltd., are supplied by L. F. Dove (C.V.) Ltd., Croydon.

The all-purpose Austin commercial range includes vans from  $\frac{1}{2}$  to 2 tons, trucks from 3-7 tons, plus 5 ton tippers and 15-ton gross train weight prime movers. All available as chassis/scuttle/cab units. All warranted for 12 months. All backed by B.M.C. Service—Britain's best service and parts organisation.

INVEST IN AN

# AUSTIN



Free personal benefits for drivers. Ask us for details.



*A great BRITISH tyre -  
with a great BRITISH name!*

*Cut your cost per mile with the*

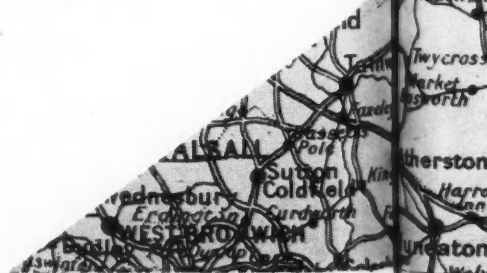
# JOHN BULL



TRADE MARK

- ★ Continuous ribs for even wear and high mileage.
- ★ Staggered pattern for continuous grip.
- ★ Wide, deep, non-skid tread.
- ★ Reinforced rayon carcass.
- ★ Cool running.

JOHN BULL RUBBER CO. LTD., LEICESTER





me!

h the

**NEW**

**GIANT**

**JOHN BULL**

ge.

Map of Leicester and surrounding areas including: Leicester, Groby, Thurnby, Wigston Magna, Great Glen, Blaby, Shilton, Hinckley, Evington, Market Harborough, Coalville, Charnold, Ibstock, Birstan, Thurmaston, Lutterworth, Thrapston, Market Deeping, Peterborough, Spalding, Boston, Lincoln, and others.

The advertisement features a large, detailed illustration of a John Bull tire with a prominent tread pattern. The tire is shown at an angle, with the brand name 'JOHN BULL' clearly visible on the sidewall. A large, stylized arrow points from the left towards the tire, with the word 'NEW' written inside it. Below the tire, the word 'GIANT' is written in large, bold, 3D block letters. In the background, a map of Leicester and its surrounding areas is visible, showing various towns and roads. The overall design is typical of mid-20th-century commercial advertising.

*The cabs of Atkinson lorries are constructed of polyester/glass fibre by the hand lay-up method on a metal mould*



## Atkinsons say yes to Polyester!

*with their handsome cab  
moulded from  
structural plastics*

Cabs for commercial vehicles are ideally made of structural plastics. Atkinsons Vehicles Ltd., of Walton-le-Dale, are now constructing the cabs of their diesel lorries with Beetle polyester resin/glass fibre, and the example shown—one of a fleet of new vehicles supplied to Robinson's Transport (New Worley) Ltd.—fully exploits the advantages of structural plastics. The cab is of one-piece construction, giving lightness, strength, and durability. Any knocks or damage can be easily and cheaply repaired.



*Atkinson Vehicles Ltd. now fit lighter, more durable cabs than hitherto, and the net weights of their vehicles are reduced with advantage to their payload capacity*

*Write for details of our*

# BEETLE polyester resins



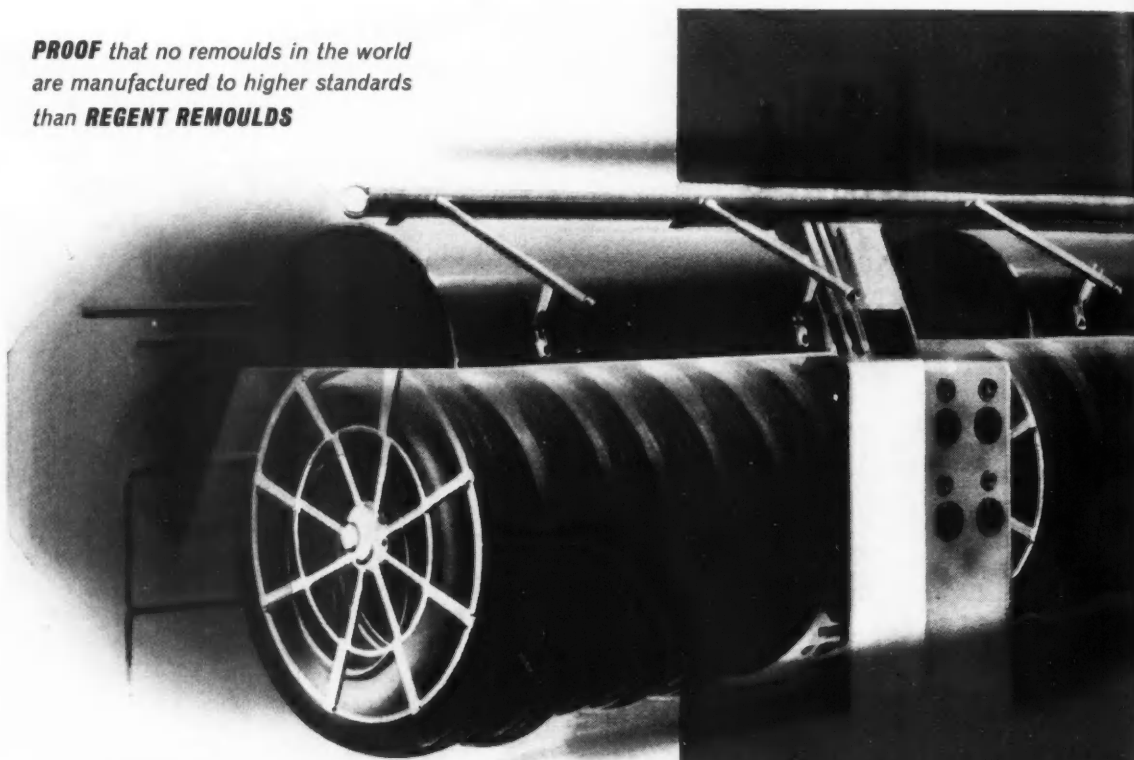
**B.I.P. CHEMICALS LIMITED, Oldbury, Birmingham. Telephone: Broadwell 2061.**  
London Office: 1, Argyll Street, London, W.1. Telephone: Gerrard 7971.

*summer storms*— Capasco takes care of the braking



**BRAKE** non-fade  
**CLUTCH** moulded  
linings &  
facings

**PROOF** that no remoulds in the world  
are manufactured to higher standards  
than **REGENT REMOULDS**



## HOW DRYING BY INFRA-RED GIVES YOU LONGER TYRE LIFE

Moisture anywhere in a casing will prevent perfect vulcanising. And this could mean sudden, unexpected failure on the road. On these new infra-red machines at the Regent factories, all casings are "scanned" thoroughly by beams which evaporate any traces of dampness. Then, after checking again for any defects which this heat treatment may have revealed, the casings go forward for bonding. Like every step in the Regent Remoulding process, this advanced technique has one aim—to ensure that Regent Remoulds are as perfect as skilled men and modern equipment can make them.

### EXTRA RUGGED REGENT DI-WAY REMOULDS

Deeper tread gives more grip,  
better handling, better secondary  
and main road performance.



**NEXT BEST  
TO NEW TYRES**

### THE REGENT TYRE & RUBBER CO. LTD. FACORIES

LONDON: Commercial Road, N.18.  
MANCHESTER: Clifford Street, Patricroft.  
BRISTOL: 293 North Street, Bedminster 3.  
GLASGOW: 14/20 Stromness Street, C.5.

Edmonton 5422  
Eccles 3435  
Bristol 61101  
South 2979

### DEPOTS

LEEDS: 12/14 Regent Street.  
Leeds 26990  
NEWCASTLE-ON-TYNE: Millers Road.  
Newcastle 659041  
BOURNEMOUTH: Queens Road,  
Parkstone. Parkstone 5203  
LIVERPOOL, 1: 17 Seel Street.  
Royal 1947

WEST BROMWICH: Spon Lane.  
West Bromwich 1022  
DUNDEE: Lower Pleasance.  
Dundee 2125  
EXETER: 5 Marsh Green Road, Marsh  
Barton. Exeter 76231  
LINCOLN: Sunningdale Trading Estate,  
Sunningdale Drive. Lincoln 21254



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B E S T I N T H E W O R L D



SIMMS MOTOR UNITS LIMITED • FINCHLEY • LONDON

*For your new equipment specify*

# CUMMINS\*

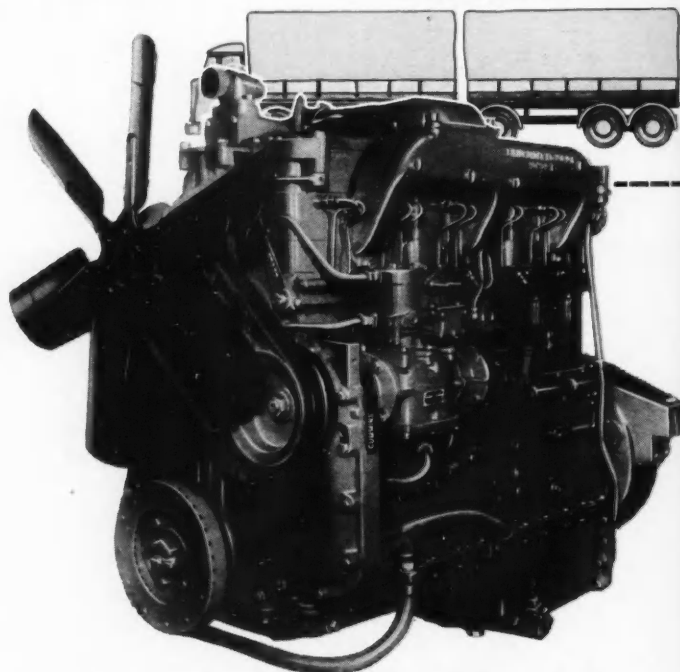
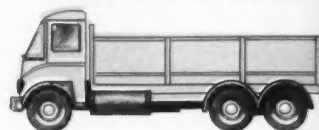
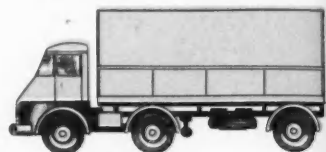
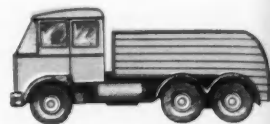
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In the case of drivers of stage carriages, on one of seven consecutive days (or two if a Bank Holiday is included), eight hours may be substituted for the period of nine consecutive hours for rest, so long as the driver has at least 12 consecutive hours for rest in the next period of 24 hours.

A further amendment to Section 19 is contained in Section 21 of the Road and Rail Traffic Act, 1933. It relates to the number of consecutive hours for rest which a driver must have in any specified period. No time can be so included when a driver is under the direction of his employer or has to remain on or near his vehicle, or when the vehicle is in a place where no reasonable facilities exist for the driver to rest away from it.

Two distinctions arising from these regulations should be noted. Section 19 of the 1930 Act applies to any motor vehicle constructed to carry goods other than the effects of passengers, as well as to the other types I have mentioned. It is not specified that it should carry an A, B or C licence. In contrast,

secutive rest before starting a similar spell of duty at 6.30 a.m. the following day.

In this connection, readers often inquire whether it is possible for two drivers to operate a vehicle continuously for 14 hours and still remain within the law. This can be done because of the provision permitting a driver to take his refreshment break of at least half an hour on the vehicle.

As it is not specified that the vehicle must be stationary, the first driver could start at 6.30 a.m. and drive until noon, when the second driver could take over until 3 p.m. The first driver could then continue until 8.30 p.m. Neither man would have driven for more than 5½ hours and, if they had refreshment with them, both would have been able to take more than the legal minimum of half-an-hour's rest.

In theory, the two drivers are legally allowed individually to drive 11 hours each, making a total of 22 hours, but it is not possible to do so in the example given here, because of the requirement that 10 consecutive hours' rest must be taken away from the vehicle.

Another problem closely allied to the maximum period for which a vehicle may be operated concerns drawbar-trailer outfits necessitating the employment of mates. In such circumstances, a reader asks, is the continuous driving of the vehicle and trailer for 14 hours still legal?

This would not be possible, because, although the mate is not subject to the restrictions of Section 19 regarding the maximum hours he may work, he would, when acting as driver, have to reckon as driving time any other work he did in



*How many vehicles have flowers growing in boxes outside? Such a one is this Austin 152 modified by Central Garage, Ltd., Parry Lane, Bradford, for use by Winchin Chinchilla Ranch, Brighouse. There are cages for the small animals inside.*

the Goods Vehicles (Keeping of Records) Regulations, 1935, require records to be kept by drivers of vehicles operated by holders of carriers' licences. As a result, should a goods vehicle be used in circumstances which do not require a carrier's licence, the driver is in the peculiar position of being bound by Section 19 as to hours of driving, but is under no obligation to record such times on a log sheet.

### Non-driving Time

The variations in non-driving time should also be clearly understood. In addition to actual driving time, any time spent in connection with the vehicle or its load, or, in the case of a public service vehicle, other than as a passenger, is reckoned as driving time. Moreover, as any two or more periods of time are deemed to be continuous unless separated by an interval of not less than half an hour, any such lesser period, regardless of the driver's actual activity, must again be treated as driving time.

Regarding hours of rest, there is also a difference to be noted between the break that must be allowed after a 5½-hour spell of driving and the minimum of 10 hours' consecutive rest which must be allowed in any 24-hour period. Whilst the driver may take the half-hour break on or with the vehicle, if he has some refreshment with him, he must at no time be bound by his employer or remain near or with his vehicle while taking his 10 consecutive hours' rest. This precludes the practice sometimes adopted abroad of providing sleeping facilities on the vehicle.

Subject to the variations permitted under the Orders of 1934 and 1937, it follows that a driver may work a total spread of 14 hours. For example, he may start duty at 6.30 a.m. and work until noon, when he has a break of three hours. Resuming at 3 p.m., he does another spell of 5½ hours driving, finishing at 8.30 p.m. He will then have worked 11 hours. Finishing at 8.30 p.m. will allow him to take 10 hours' con-

nection with the vehicle or its load. As this would include any time spent on duty as a mate, it would not be permissible to exceed the normal maximum of 11 hours.

It would, however, be possible to keep the outfit operating for 14 hours if two drivers as well as a mate were employed. Under this arrangement the two drivers would share their duties as described when operating solo, whilst the mate would work the full 14 hours. This he could legally do, because there is no limitation on the length of his duties while employed in that capacity. Commercially, however, the circumstances must be exceptional to justify more than doubling the wage cost in order to increase the vehicle operating time from 11 to 14 hours, even after allowing that all legal requirements have been met.

### Further Misunderstanding

A further misunderstanding sometimes arises because Section 19 refers to goods vehicles, whereas other relevant regulations refer to vehicles operating under specific licences. Thus, the provision that a driving spell of eight hours may be substituted for 5½ hours refers only to drivers of goods vehicles operating under A or B licences issued in England and Wales. But the concession that 10 consecutive hours of rest may be reduced to nine applies to C-licence holders as well as A and B, and, in fact, to all drivers covered by Section 19.

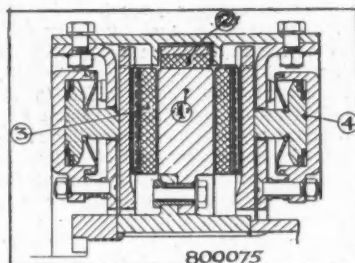
A further point arises regarding the concession applicable to B-licence drivers. As the words used are "A or B licences issued in England or Wales" it follows that such vehicles could, in fact, take advantage of these provisions while in Scotland. Vehicles operating under A or B licences issued in Scotland would, however, be unable to take advantage of it, wherever they might be employed.

The provisions which limit the time drivers may remain on duty do not apply to vehicles owned by, or under the order of, the Admiralty, War Department or Air Ministry.

## Self-servo Disc Brake

A DISC brake for heavy vehicles is covered by patent No. 809,075. The disc has a brake on its edge which is applied first and the resulting movement is used to work the pads on the sides of the disc. (Dunlop Rubber Co., Ltd., 1 Albany Street, London, N.W.1.)

Referring to the drawing, the disc (1) is provided with a contracting-band brake (2) around its periphery and on its sides are four pairs of friction pads (3). The latter are hydraulically operated by



pistons, one of which is shown at (4).

When the band brake is applied by rod or cable, both it and its carrier rotate slightly with the disc. This movement is used to operate the piston of the master hydraulic cylinder (not shown) and so apply the main brakes.

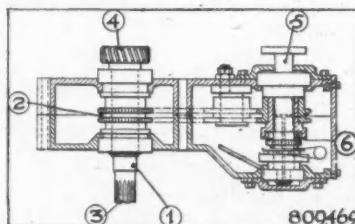
The master cylinder may be of the double-acting variety in which case the brake will function equally well in either direction.

### POWER TAKE-OFF

A POWER take-off attachment for Commer vehicles is described in patent No. 809,469. (F. and H. Clifton, 90-91 Arches, Studland Street, Hammer-smith, London, W.6.)

To fit the power take-off the normal gearbox is disconnected from the clutch housing and the unit illustrated is inserted between them. Referring to the drawing, the original transmission shaft (1) is replaced by a longer one carrying a double chain sprocket (2). The splined end (3) and the gear (4) are replicas of the normal shaft ends. The enclosing casing carries its own bearings to support the shaft.

The chains drive an output shaft (5) which is fitted with a dog-clutch (6) operated by an external lever. The unit contains its own pump-driven lubricating system and is said to be capable of handling the whole power output of the engine, yet consumes practically no power when running idle.



B34

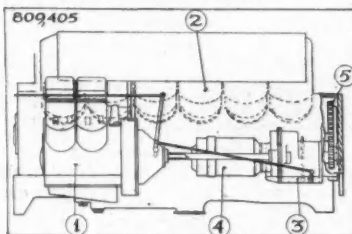
### OIL ENGINE STARTING

TO start a large compression-ignition engine from cold imposes a heavy load on the battery. A means for alleviating this problem is the subject of patent No. 809,405. (Continental Motors Corp., 205 Market Street, Muskegon, Michigan, U.S.A.)

The scheme employs a small auxiliary petrol engine to provide the starting effort if called upon, but the electric starter is retained and is used normally with a warm engine. In the drawing, the petrol engine (1) is fitted to the side of the main engine (2) and drives, via a clutch, a shaft leading to a gearbox (3).

A combined starter-motor and dynamo (4) is also coupled to the gearbox, the final drive to the flywheel being through constant-mesh gearing (5). This is necessary because the dynamo must be driven at all times.

The gearbox is arranged to give several combinations of drive. The petrol engine can be coupled up to start the main engine, or it can be made to drive the generator only for charging the batteries or other duties. Furthermore, the electric starter can be used to start the petrol engine, and, of course, the main engine as well. The patent gives full details of the construction of the gearbox.



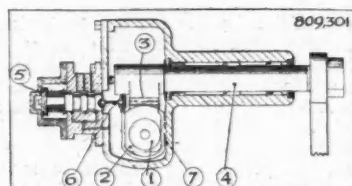
### POWER-STEERING CONTROL

A POWER-STEERING control valve is described in patent No. 809,301. The valve is worked by the nut of the steering mechanism, so that backlash between it and the thread on the steering column has no effect on its action. (Thompson Products Inc., 23555 Euclid Avenue, Cleveland 17, Ohio, U.S.A.)

In the drawing the circle (1) indicates the lower end of the steering column; this is provided with a ball-bearing thread for easy operation in its surrounding nut (2). The nut is provided with rack teeth which engage with the toothed sector (3) carried by the drop-arm shaft (4).

The servo motor for working the steering is a separate unit and is not shown. It is powered by oil under pressure and the oil is controlled by a valve shown generally at 5. This is of the piston-valve type and is moved up or down by a small link (6).

The movement originates in the ball-bearing nut. When the column is turned, the nut first attempts to turn with it and it can in fact do so for the small angle permitted by the clearance (7) between it and its casing. In the event of failure

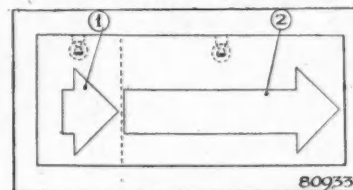


of the power, the steering could still be manually operated once the clearance had been taken up.

A novel point is that the oil in the system, after being discharged from the control valve, passes through the steering box and so ensures constant lubrication.

### DIRECTION INDICATORS

PATENT No. 809,331 deals with direction indicators and describes one in which illuminated arrows simulate directional movement. (R. Dodds, E. Robinson and Simms Motor Units, Ltd., Oak Lane, East Finchley, London N.2.)



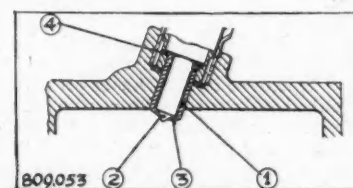
The drawing shows the general outline of the device. A short arrow (1) and a longer one (2) are each illuminated by a bulb behind them, and when lit up in succession, create an illusion of movement to the right.

The time of illumination is important; the short arrow is alight for .12 sec. and the longer one for .55 sec., the cycle being repeated every second as a minimum frequency. The specification gives full details of the electric timing mechanism employed and the various circuits.

### INJECTOR SHIELD

A SHIELD to protect the tip of an injector nozzle from much of the combustion temperature is described in patent No. 809,053. The shield is built into the injector so that there are no loose pieces to be mislaid. (Ricardo and Co. (Engineers), Ltd., 27a Ashley Place, London, S.W.1.)

The drawing shows an injector in place in its cylinder. The shield consists of a tubular member (1), air-spaced from the

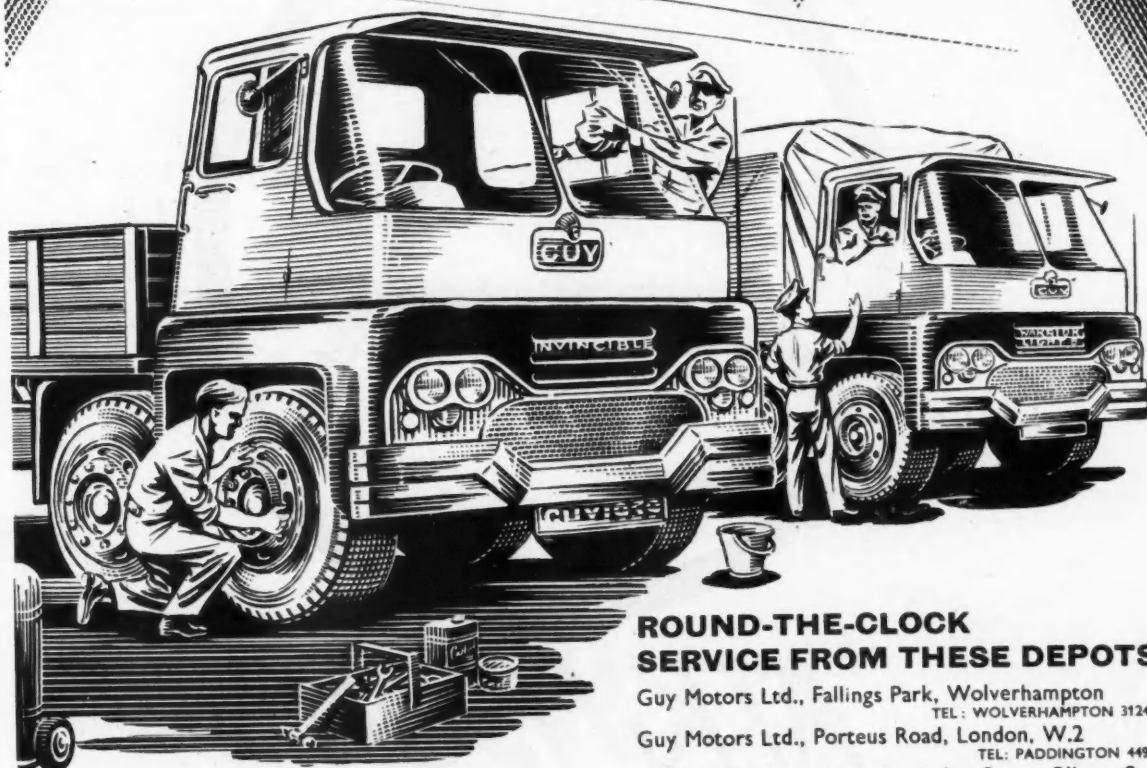


nozzle (2) and spun over at the point (3) to exclude gases. An upper flange (4) on the shield enables it to be pressed firmly on to its seating to ensure maximum heat conductivity. The close fit of the shield in its cylinder bore also helps in this respect.



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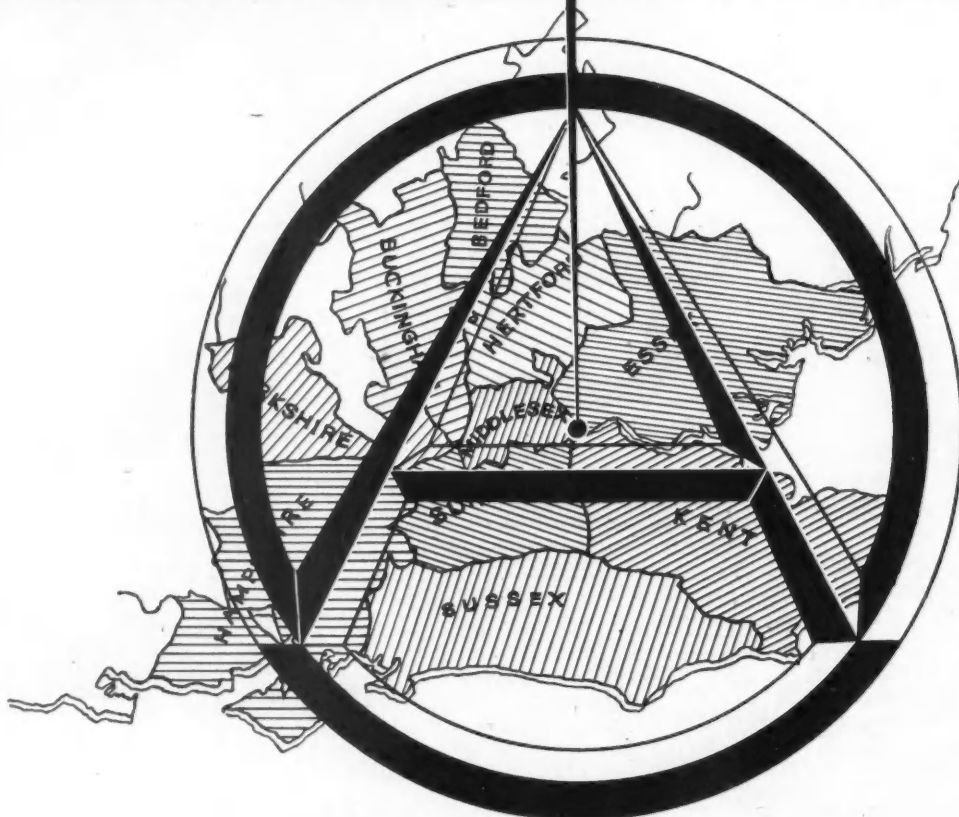
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OUR REPUTATION IS YOUR GUARANTEE.

SELECTION OF OUR RANGE OF

### USED BEDFORDS.

COMPREHENSIVE RANGE OF USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

**1958** 300-cu.-in. diesel 7-ton long-wheelbase forward-control, 2-speed axle, 17-ft. 6-in. platform body, 55-gal. fuel tank.

**1958** 12-seater Utilibrake.

**1955** 56 Choice of several 10-12 and 15-cwt. vans.

**1955** 7-ton long-wheelbase with Comet engine, 16-ft. platform body.

**1954** Petrol 7-ton with 16-ft. platform body.

**1954** 7-ton long-wheelbase 16-ft. platform body with Leyland Comet reconditioned engine.

**1953** Petrol 7-ton short-wheelbase tipper.

### MAY WE QUOTE YOU

FOR YOUR

### NEW BEDFORD?

COMPREHENSIVE RANGE OF VEHICLES IN STOCK. HIGH ROAD, PONDERS END, ENFIELD, MIDDXX. Phone, Howard 1266.

### ALSO AT

25-27 VAUXHALL BRIDGE RD., S.W.1.

Victoria 6033.

CORNARD ROAD, SUBBURY, SUFFOLK.

Phone 2301.

DUMBALLS ROAD, CARDIFF.

Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.

SATURDAY.

805-379

## E. J. BAKER AND CO (DORKING) LTD.

### BEDFORD

### MAIN DEALERS.

INQUIRIES will be welcomed for used commercial vehicles of all types from our large and comprehensive stock, including the following:—

**BEDFORD** Grosvenor Grafton, one owner, low mileage.

**BEDFORD** two-colour finish, in all a most excellent vehicle.

**1955** **BEDFORD** Dormobile, finished in grey, in excellent condition.

**SEE** also articulated vehicles and trailers.

**HIRE-PURCHASE**, part-exchanges welcomed. See also under New Goods Vehicles—Bedford.

### 273 LONDON ROAD,

STAINES.

Staines 4211 (five lines).

**1957**, November, **BEDFORD** 6-ton normal-control, short-wheelbase tipper, Bedford diesel engine, Anthony holat and 6-cu.-yd. fixed-side steel body, excellent condition choice of five available shortly, £875 each.

**1955** **BEDFORD** 6A van, excellent condition, small mileage, £275.

**1954** **BEDFORD** 7-ton long-wheelbase drop-side truck, Mark II, R6 engine, excellent condition, £395.

**1948** **BEDFORD-SCAMMELL** tractor unit, P6 engine, very good condition, £195.

**WE** welcome inquiries for early delivery all types of new **BEDFORD** commercial vehicles, articulated vehicles and utilities.

### 55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391.

805-374

**1949** **BEDFORD** 5-ton long-wheelbase tipper, hollow-plank alloy body, £295.

**1949** **BEDFORD** platform truck, £145.

**H.P.** Or exchanges. John Jordan, Sandy, Beds. Phone 271.

805-194

## TOM BYATT, LTD.,

### FOR

### NEW OR SELECTED USED

### BEDFORDS.

SEVERAL USED BEDFORD TIPPERS AND DROP-SIDES REQUIRED IN PART-EXCHANGE.

PHONE, CALL, WRITE,

## TOM BYATT, LTD.,

FENTON,

STOKE-ON-TRENT.

TERMS.

EXCHANGES.

Phone, Stoke-on-Trent 48581 (six lines).

805-350

B38

## Used Goods Vehicles (contd.)

### HAMILTON MOTORS (LONDON), LTD.

### THE MAIN BEDFORD DEALERS.

**WE** always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.

**MAKE** sure you inspect these before you make your purchase. A sample of our stock is as follows:—

**NEW** **BEDFORD** forward-control truck, Leyland Comet engine.

**1954** **BEDFORD** Spuromobility, red-black, £350.

**1957** **BEDFORD** Utilibrake, black, excellent condition, £470.

**1951** **BEDFORD** 10-12-cwt. van, £125.

**1956** **BEDFORD** 7-ton long-wheelbase truck, £675.

**1955** **BEDFORD** long-wheelbase drop-side truck, diesel, £650.

**1957** **BEDFORD** 10-12-cwt. van, colour black, £395.

**1950** **BEDFORD** 3-ton boxvan, £225.

**1954** **BEDFORD** 3-ton van, diesel, colour grey-blue, £475.

**1957** **BEDFORD** 5-ton truck, 8,000, excellent condition, £775.

**1956** **BEDFORD** 5-ton long-wheelbase truck, £645.

**1954** **BEDFORD** Dormobile, 2-tone, £375.

**1949** **BEDFORD** 8-ton tractor unit, £95.

**1956** Grosvenor Grafton, maroon, ivory, £425.

**SEE** the new **BEDFORD** at our showrooms.

**HIRE-PURCHASE** facilities, insurance and taxation can be arranged while you wait.

**PART-EXCHANGES** welcomed.

**DEMONSTRATIONS** gladly carried out under no obligation.

**OUR** showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

**KINDLY** note address of our additional premises:—

**252** BELSIZE RD., N.W.6. Mai 0712.

### HAMILTON MOTORS (LONDON), LTD.

466-490 EDGWARE ROAD,

LONDON, W.2.

AMBASSADOR 7211-5.

PADDINGTON 8022-8.

805-361

### CARMO OF LONDON,

THE LONDON CENTRE

### FOR NEW AND USED BEDFORDS.

A LARGE SELECTION OF REASONABLY PRICED

USED BEDFORDS, INCLUDING:—

**1955** **BEDFORD** 1,000-cu.-ft. Luton van.

**1955** **BEDFORD-SCAMMELL** 10-ton tractor unit, reconditioned, outfit, 23-ft. trailer.

**1954** **BEDFORD** 10-12-cwt. vans, large selection, reconditioned, repainted and guaranteed.

**1956** **BEDFORD** 5-ton long-wheelbase trucks, choice of two.

**1949** **BEDFORD** 2-ton long-wheelbase boxvan.

**1949** **BEDFORD** 2-ton long-wheelbase truck.

**1954** **BEDFORD** 25-cwt. truck.

**1951** (First registered) **BEDFORD** 5-ton long-wheelbase platform.

**1952** **BEDFORD** 5-ton diesel Luton van.

**1951** **BEDFORD** 30-cwt. truck, first-class order.

### NEW BEDFORDS

FOR IMMEDIATE DELIVERY.

### VANS, CONVERSIONS

AND

### LIGHT COMMERCIALS

UP TO 30 CWT.

LATEST LOW-DEPOSIT CREDIT TERMS.

BEDFORD RECONDITIONED ENGINES

FROM STOCK.

DEMONSTRATIONS ARRANGED ON ANY VEHICLE

OR OUR REPRESENTATIVE WILL CALL.

WRITE, PHONE OR VISIT.

### THE BEDFORD CENTRE.

LEIGHTON ROAD,

LONDON, N.W.5.

Gulliver 5555.

805-400

**BEDFORD** 1957 S type R6, 7-tonner, flat platform,

9.00 by 20 tyres, one owner.

**FULL** details. Warwick Motors, Copeland St., Stoke-on-Trent. Phone 47507.

**1952** **BEDFORD** steel-bodied 5-ton short-wheelbase tipper.

**SHELDON MOTOR SERVICES**, 2119 Coventry Rd., Birmingham, 26. Phone, Sheldon 4386-7-8.

**DISMANTLING** S-type 7-ton **BEDFORD**.

**T. R. RICHARDSON AND SONS, LTD.**, 100 Dudley Road, East, Oldbury, near Birmingham. Phone, Broadwell 1840.

**1957**, October, **BEDFORD** long-wheelbase chassis engine, tyres 85% good, one owner, 34,000 miles to date, excellent vehicle, £1,150.

**COVENTRY AND JEFFS, LTD.**, Stafford St., Bristol, C 3. Phone 6-4661.

## Used Goods Vehicles (contd.)

### SHUKER'S OF SHEFFIELD, LTD.

**OFFICIAL** **BEDFORD** dealers since 1932. Recommended for new or good used **Bedfords**, all models, sent anywhere in Britain.

**TIPPERS** a speciality, petrol, or diesel. Why not send your inquiries? A straight deal and real value guaranteed.

**56** 60, BROAD ST., Sheffield, 2. Phone 20311 (four lines), or 23280 after 6.30 p.m. 222-773

### LAWSON PIGOTT MOTORS, LTD.

### OFFICIAL BEDFORD MAIN DEALERS.

### BEDFORDS ARE OUR BUSINESS.

**1955** **BEDFORD** 10-12-cwt. van, £250.

**1957** **BEDFORD** 10-12-cwt. van, £345.

**1958** **BUSETTE** utility, £495.

**1954** **BEDFORD** 30-cwt. Spurling van, £315.

**1952** **BEDFORD** Luton van, 1,000-cu.-ft. new body, overhauled chassis, unrepeatable price, £795.

**1955** **BEDFORD** 5-ton truck, A model, diesel, £575.

**NEW** **BEDFORD** Luton van, 4-cylinder diesel, new low-loading body, 1,000 cu. ft., unregistered, £475, inclusive of primer.

**NEW** **BEDFORD** 4-ton diesel long-wheelbase chassis-cab, list price.

**NEW** **BEDFORD** 5-ton normal-control chassis-cab, long wheelbase, diesel, list price.

**NEW** **BEDFORD** 7-ton normal-control tipper, diesel, list price.

**NEW** **BEDFORD** 6-ton normal-control short-wheelbase chassis-cab, diesel, list price.

**NEW** **BEDFORD** 8-ton tractor unit, diesel, list price.

**PART-EXCHANGE** your old vehicles and get up to date with a **BEDFORD** from our new or used stock.

Why not take advantage of today's attractive hire-purchase facilities?

### PHONE, BARNET 1061.

### SALES staff in attendance until 5 p.m. Saturdays.

### LAWSON PIGOTT MOTORS, LTD.

186 EAST BARNET ROAD,

NEW BARNET.

320 KING STREET, HAMMERSMITH,

LONDON, S.W.6.

Phone, Riverside 4111.

805-293

### CAPITAL MOTOR CO. LTD.

### BEDFORD MAIN DEALERS.

### SCAMMELL DISTRIBUTORS.

**NEW** **BEDFORD** available, 15-cwt. vans and conversions, 3-7-ton trucks, diesel 10 tractor unit.

**SEND** us your inquiries.

**1952** **BEDFORD** 5-ton long-wheelbase lorries, platform or sided, good condition, £225.

**1954** **BEDFORD** A-type 5-ton diesel long-wheelbase hydraulic tipper.

**BEDFORD** 10-12-cwt. van, 1954-57, good order, from £150.

**REMINGTON ST.**, City Rd., N.1. (Near Angel, Clerkenwell 7456.

805-318

### COOMBS, main Ford dealers.

**1950** **BEDFORD** 30-cwt. normal-control van, in black, K model, a very reliable vehicle, good tyre equipment, wonderfully maintained, 295.

**COOMBS SERVICE STATION, LTD.**, By-pass Rd., Guildford. Phone 62962-3-4.

**1956** **BEDFORD** 5-ton diesel double-drop-side long-wheelbase truck, 45 cwt. 0165.

**COACHES AND COMPONENTS, BEDFORD** main dealers.

**1959** **BEDFORD** 4-ton, 4-cylinder diesel, with 1,450 c.c. Luton body, brand new.

**1958** **BEDFORD** 6-ton diesel chassis-cab, unregistered.

**1957** **BEDFORD** Workabus; choice of two.

**THE** new **BEDFORD** van and Workabus, etc., from stock.

**92-94** STAMFORD HILL, N.16. Stamford Hill 8444.

**1954** **BEDFORD** 5-ton short-wheelbase tipper, £400.

**COX'S MOTORS (HILL TOP), LTD.**, 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047.

**1954** S-type tractor, R6 engine, and 20-ft. Scammell trailer, in good working order, £650. Hamblins Garage, Rectory Rd. Rushden 3211.

**BEDFORD** articulated with 21-ft. trailer, also drop-framed trailer for same unit, both Scammell attachments, in very good order, £400. 373 East Bank Rd., Sheffield. Phone 29139, 37529.

**4 X 2**, 4 x 4, unregistered ex-W.D., low mileage, M.O.S., rebuilt Q.L.A. complete with winches if required. Also very excellent selection of O.V. trucks with V.G. cabs. Cundey and Stewart Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.

**1956** **BEDFORD** A-type 5-6-ton on new 8.25 x 20 tyres, diesel, £695; 1953 **BEDFORD** long-wheelbase chassis-cab, on 8.25 x 20, excellent, £295; 1952 **BEDFORD** 5-6-ton long-wheelbase truck, one owner from new, £145; 1950 **BEDFORD** 5-6-ton long-wheelbase flat truck, good tyres, bargain, £95. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phones, Cherrywood 4568, 1480; after hours, Cherrywood 4322.

**CHARLES WENSLEY AND SONS, LTD.**, 68 Ines Rd., Wakefield, **BEDFORD** main dealers. Early delivery of all models. Specialists in all types of coachbuilding, including refrigerated and insulated bodywork. Hire-purchase available and part-exchanges. Phone 2294-5, 3371.

222-867

## Used Goods

### OV

**1950** B

**1951** B

**1957** B

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## Used Goods Vehicles (contd.)

### OVER HALL GARAGES, LTD.

1932. Bedford 5-ton drop-side truck, new engine fitted.  
1951 Bedford 8-ton tractor unit, Tasker coupling.  
1957 Bedford 15-cwt. builder's truck, one owner.

### OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDD<sup>X</sup>  
Ashford 5741. 805-319

BEDFORD 1951 Scammell tractor and 8-ton low-loading trailer with winch, £425. Edgware 2572. 805-299

### VIGO MOTORS.

- 1947 8-cwt. Bedford van, £95.  
1952 Bedford 4-ton Luton van, taxed, £285.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 805-283

DECEMBER, 1948, O model long-wheelbase Perkins P6, double-drop-side, in very good condition, £235.  
STEVENS, 163 Chase Cross Rd., Romford (46942). 805-276

1957 Bedford 8-ton unit with Bedford diesel engine and two 20-ft. Scammell drop-sided trailers, excellent condition and ready for immediate use. ex C-licence operator. £1,350. Edgware 2572. 805-299

OKATHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 805-394

BEDFORD 1956 petrol 22-ft. platform 6-tonner, 5-type coach chassis, unladen weight 3 tons. With goodwill and work. Howard 2211. 805-437

1952 Bedford Luton 1,400-cu.-ft. low-loading unit, integral cab, unladen weight, 2 tons 19 cwt., synchromesh box, well tyred, in excellent condition, choice of four, £425. Fox and Son, 169 Balaam St., E.13. Grn 1365. 805-462

1955 Bedford A2 30-cwt. van, first-class condition, £275. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 805-475

1952 Bedford 4-ton van, very clean, £150. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 805-476

1955 Bedford S model, Bedford-Scammell tractor unit and trailer, Perkins diesel, very good condition all round, clean, £550. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 805-477

1948 Bedford-SCAMMELL unit and 8-ton low-loader trailer, winch and skids, £175. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 805-478

1958 Bedford 6-cu.-yd. tipper, 700 miles only, first registered February, 1959, petrol, £1,375. W. Harold Perry, Ltd., Station Bridge, Westons, Middlesex. Harrow 1031. 805-251

### Bedford Wanted

BEDFORD. All types wanted.

BEDFORD. All types wanted.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

### GRE 2033-4.

A BEDFORD for sale? Phone, Hamilton Motors, 466-0022 (12 lines). Immediate settlement and best prices. 222-915

BEDFORDS wanted! Bedford wanted! We want Bedford! Trucks, tipper, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. 805-925

1954 Or later Bedford-SCAMMELL tractor, diesel or petrol, state prices, etc.

255 WALTON LANE, Liverpool, 4. Aintree 1873. 805-12

### B.M.C.

1957 B.M.C. articulated unit with Scammell coupling and 10-ton trailer; choice of two.

1956 B.M.C. diesel 7-ton long-wheelbase truck, drop-side, 18-ft. drop-side body, choice of two, terms and exchanges, £650.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 805-230

1956 B.M.C. normal-control 6-ton tipper, £625.

H.P. And exchanges. John Jordan, Sandy, Beds. Phone 271. 805-195

1956 B.M.C. tractor unit, diesel, 5-ton, new tyres, immaculate condition, £645. Edgware 2572. 805-300

### BRUSH

1950 BRUSH electric truck, complete with charger. Used Units, Whittlefield, Burnley. Phone 2262. 805-87

### COMMER

1954 November, COMMER 25-cwt. forward-control van, black, excellent condition, unmarked, bargain, £180. M.S.E., Ltd. Ve 6086, 9-5.30. 805-339

1957 COMMER TS3 long-wheelbase truck, excellent condition, 9,900 by 20 tyres, £1,250. COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 805-93

1957 COMMER TS3 long-wheelbase tipper, 13-ft. 6-in. body, very clean, working, appointment to view, £1,250 o.n.o. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings 3000. 805-219

1957 COMMER 25-30-cwt. diesel forward-control large-capacity van, low mileage, £625; extremely good condition. Edgware 2572. 805-298

## Used Goods Vehicles (contd.)

1956 (Reg.) COMMER QX 7-ton, 18-ft. platform, £295.

1954 (Reg.) COMMER QX 5-ton short-wheelbase Telehandler tipper, £265.

1950 (Reg.) COMMER QX 7-ton 16-ft. platform, £100.

1954 (Reg.) COMMER Q4 6-ton, 16-ft. drop-sider, £245.

1951 (Reg.) COMMER Q4 artic. unit, complete with B.T.C. 4-in-line semi-trailers, £345.

H.P. And exchanges welcome. John Jordan, Rouses agents, Sandy, Bedfordshire. Phone 271. 805-196

1954 COMMER Q3 diesel P6 boxvan, separate cab, C licence, as new, £395; 1952 Commer QX 7-8-ton 18-ft. platform truck, ex-brewery, £295; 1950 Commer QX 5-ton 16-ft. drop-sided truck, tyres as new, £195; 1951 Commer Q25 box van, 25 cwt., ex C licence, several, £95 each. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phones, Cherrywood 4568, 1480; after hours Cherrywood 4322. 805-326

1956 COMMER TS3 7-ton long-wheelbase drop-side truck, one owner.

ERRINGTONS, Evington, Leicester. Phone 38102-3. 805-409

NOVEMBER, 1957, TS3, air brakes, helper springs, N drop-side lorry, good tyres, bargain, £1,350. Roger Rees Transport, Morriston, Swansea. 805-428

1952 5-ton COMMER articulator, 3,000 miles, diesel P6 engine, in good condition, £295.

COOMBS COMMERCIAL (GUILDFORD), LTD., Guildford Rd., Guildford, Surrey. Phone, Guildford 62907. 805-482

### Commer Wanted

COMMERS wanted, trucks, tipper, vans, etc. G.T.C. (Commercial), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. 222-927

1956 or 1957 COMMER 25-cwt. super capacity forward control van in first-class condition.

PHOENIX MOTOR CO. (SURREY), LTD., Phoenix House, High St., Sutton, Surrey. Phone, Vigilant 0161. 805-248

### DENNIS

DENNIS Max 8-ton diesel trucks, unregistered ex-m.o.s., excellent condition, spare wheel, batteries, etc., £420 each.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-697

DENNIS 1953 Centaur 53-litre engine, 17-ft. 6-in. flat platform body.

Good details, Warwick Motors, Copeland St., Stoke-on-Trent. Phone 47507. 805-143

1955 DENNIS Pax 7-ton boxvan, diesel, Type 550DC4A new tyres, reconditioned engine and rear axle, one owner, small mileage, in perfect condition, van dimensions: height 5 ft. 10 in., width 7 ft., length 17 ft. 1 in.; price for immediate delivery with three months' warranty, £695.

ARDWICK MOTORS, 9-23 Downing St., Manchester, 1 Phone, Ardwick 1706. 805-307

### DODGE

1957 DODGE normal-control short-wheelbase tipper, Perkins R6 engine, Eaton 2-speed axle, £1,050. Hamblins Garage, Rectory Rd., Rusden, Northants. 3211. 805-103

DODGE 1956 7-tonner, R6 engine, 9.00 by 20 tyres, drop-side body.

FULL details, Warwick Motors, Copeland St., Stoke-on-Trent. Phone 47507. 805-146

1954 DODGE 7-tonner, Perkins P6, 17-ft. alloy platform, in really good condition, £500. Transport Repairs, Liverpool. Central 9421. 805-141

1948 DODGE 4-ton drop-sided body, good tyres, £12 by 6. 1100.

KINGSFORD AND CO. (MILLERS), LTD., Barton Mill, Canterbury. 2231. 805-36

### MAIN DODGE DISTRIBUTORS.

### FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service.

SEE our Miscellaneous Section advertisement for used DODGE vehicles. 805-354

1956 DODGE diesel articulated with SAE coupling and 24-ft. trailer, R6 engine, 2-speed axle, £650.

1953 DODGE diesel long-wheelbase truck, P6 engine, in good running order, £350.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 805-241

1952 DODGE Kew 103 AP66 tractor and 22-ft. double-drop-side trailer, quick-release fifth wheel and landing wheels, 8.25 by 20 tyres, clean vehicle, H.P. available, £325. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 3000. 805-215

1956 DODGE 8-ton heavy model, R6, 18-ft. platform, one careful owner, £745.

1950 DODGE 105, P6, 17-ft. platform, £295.

H.P. And exchanges. John Jordan, Sandy, Beds. Phone 271. 805-197

### Dodge Wanted

WANTED, DODGE, 1951 onwards. Phone or write CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

### GRE 2033-4.

(Supplement)

## Used Goods Vehicles (contd.)

WANTED urgently, DODGE, 1954 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 805-441

### E.R.F.

1946 E.R.F. 71-ton flat, 5LW engine, 557 pearbox, £325. Justice, Langley Mill 3182, Home 3625. 805-130

1953 E.R.F. 6-ton long-wheelbase, 4LK engine, good condition, £555.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 805-93

E.R.F. 1955 4-4G, fitted Eaton 2-speed axle, brand new cab, 9.00 by 20 tyres, 18-ft. drop-sided body.

E.R.F. 1953 (late 4-5G, in clean condition, 9.00 by 20 tyres, 18-ft. drop-sided body).

FULL details, Warwick Motors, Copeland St., Stoke-on-Trent. Phone 47507. 805-145

1947 E.R.F. 4LW, long-wheelbase drop-sided lorry, very clean vehicle.

COPELLS MOTORS, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7704. 805-140

E.R.F. 8-wheeler, 24-ft. drop-side body, in very good order throughout. Barton Motors (Preston), Ltd., Preston Phone, Preston 4664 (10 lines). 805-23

1951 E.R.F. 8-wheeler, double drive, 24-ft. body, 6LW engine, good running order, £950.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 805-230

1948 E.R.F. tractor unit, fifth-wheel coupling, 6LW, Gardner, 5-speed box, primer, any trial.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 3000. 805-218

1948 E.R.F. 8-9-ton medium-wheelbase tipper, 5LW, taxed and ready for work with Eastern S.A. licence 5-ton 3, £2,050.

1940 E.R.F. 10-12-ton light Twin Steer, 4LW, clean, £325.

H.P. And exchanges. John Jordan, Sandy, Beds. Phone 271. 805-198

TWO E.R.F. 4-wheelers, 1944 and 1945, 7.7 engines, good runners, £325 for the two. Cardale Garage, 269 Carlton Rd. Nottingham 52034. 805-2C6140

### FODEN

JULY, 1956—FODEN 6-25 tractor unit, Foden engine with choice of Tanker tandem axle 24-ft. flat trailer, alternatively 24 c.y. alloy bulk tipping trailer or 12-15 ton York low-load trailer, 20-ft. well, would consider all as a unit. No. 1 Foden 4-14 tractor unit with single axle, flat trailer, Foden engine, all in excellent condition. G. C. Muntion, Westcliffe Rd., Ruskington 273-4 Lincolnshire. 805-7263

15-TON 6 by 4 FODEN flat platform lorry, 36 by 8 all round, good condition, Servo braking, under 40,000 miles, £1,500 o.n.o. Houchin, Ltd., Ashford, Kent. 805-7295

1946 FODEN 8-wheeled double drive, 24-ft. flat, £325 for quick sale. Justice, Langley Mill 3182, Home 3625. 805-127

1946 FODEN 12-ton 6-wheeler, 22 by 71-ft. platform, reconditioned 1953 by Arnold (Branbridges), LTD. £700.

KINGSFORD AND CO. (MILLERS), LTD., Barton Mill, Canterbury. 2231. 805-36

1959, FODEN 8-wheeler, fitted with 25-ft. flat platform, 12-speed box, Gardner engine, single drive, 9,000 miles only, positively as new.

PRINGLES MOTOR GARAGE, LTD., Saltcoats, Ayrshire. Phone, Ardrossan/Saltcoats 351. 805-157

1951 FODEN FG model 6-wheeler, 22-ft. platform body, in excellent running order, 1950. Terms and exchanges.

1951 FODEN 8-wheeler, FG type, double drive, Gardner 6LW engine, one owner since new, well maintained by very large concern, £1,150; choice of four. Terms and exchanges.

1948 FODEN 8-wheeler boxvan, 24-ft. body, double drive, 5-speed box, in good running order, a very useful vehicle, £575.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 805-238

1945 FODEN 8-wheeler, 6LW-booster box, 40 by 8 tyres really nice condition, £575. Edgware 2572. 805-296

### FORD THAMES AND FORDSON

4 X 4 WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians. Cudney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-648

£1,400. 7-ton Thames Trader, 160-in. wheelbase, 16-ft. 6-in. truck body, ex-demonstration model, low mileage, first registered October, 1958, and in new condition, has the following factory-fitted equipment: heater, flashers, rear shock absorbers, H.D. frame, twin passenger seats; cost new £1,590. Dispatch Motors, Waterloo 4959. 222-902

1950 FORD P6 diesel 5-yd. drop-side tipper, £250.

1952 FORD P6 diesel Sussex 6-wheeler, £195.

1952 FORD P4 diesel 2-ton van, £275.

1953 FORD 4D diesel 2-ton van, £325.

### EDGWARE 2572.

1955 FORD Thames diesel 2-ton van, excellent condition, £600.

KINGSFORD AND CO. (MILLERS), LTD., Barton Mill, Canterbury. 2231. 805-37

1956 Thames 4D Luton van, good runner, £375.

1953 Thames 4D long-wheelbase truck, good order, £325.

1952 Thames 4D long-wheelbase truck, in good order, £250.

A number of other Thames diesel and petrol trucks at tipper in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 805-225

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**1955** MORRIS Minor 4-ton van, one owner, excellent condition, written guarantee, £265. **EL**  
Spring and Lane, 111 Barnet Garage, Colney Hatch 805-538

**1956** MORRIS 5-ton B.M.C. diesel long-wheelbase platform truck, condition exceptional. **EL**  
Norman, Ltd., Elgar 7757, ext. 42. 805-430

**1952** MORRIS J-type van, £155.

**1957** MORRIS 10-cwt. J-type van, excellent condition, res-pwnt, £300.  
MORRIS 15-cwt. van, low mileage, good condition, £375.

**CORMBS COMMERCIAL (GUILDFORD), LTD.**  
29 Southdown Rd., Guildford, Surrey. Phone, Guildford 804-800.  
62907.

SCAMMELL

**S**CAMMELL 6-wheeler, 12 tons capacity, Gardner 6LW, oil engine. For further details phone, Gladstone 9871. 805-7262

**1955** SCAMMELL Scarab 3- and 6-ton mechanical horses and trailers, in good running order, £150 each.

**1950** SCAMMELL rigid 8-wheeler, 40 by 8 tyres, in very good running order, £650.

**1948** SCAMMELL tractor unit, brand new, cab, in

**SCAMMELL** tractor, dumper, brand new cab, in good running order, £850.  
**SCAMMELL** tandem-axled trailers, 10 and 16 tonnes, from £150. Also a number of other Scammells in stock.  
**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 8/15-24

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**S** Gardner 6LW trucks, on very good tyres, ex-well-known brewery, choice of three at £695 each. W.E.M. Motors (Wimbledon) 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480; after hours, Cherrywood 4322. 805-330

**R**IGID 8 SCAMMELL 2,000-cu.-ft. Luton van, 6LW Gardner, high-speed axle, good tyres. any trial, £875. Phone. Adv 5096.

**SEDDON**

**1956** SEDDON Mark '5L diesel drop-side truck or 8.25 by 20 tyre equipment, new 17 ft. body

**F**OR further details please write or phone, J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258.

**1953** SEDDON Mark SL, second engine fitted for good running order throughout, £475.

**FINEFIELD GARAGE, LTD.,** Bath Road West Slough, Bucks. Phone, SlO 23391. 805-7331

**1955** (Late) 30-cwt. SEDDON van with large van body, 320 cu. ft., £325. Thomas Allison, Ltd.

**1953**, Partially damaged SEDDON Mk. 5L van engine, gearbox, front and rear axle undamaged, complete with all accessories, wheels and tyres as new £250.00 or near offer.

**COVENTRY AND JEFFS, LTD.**, Stafford St., Bristol  
3. Phone 6-4661 805-11

**1955 SEDDON 5L** 7-ton long-wheelbase drop-side  
2-speed axle. Continental cab.

**GEO. H. KENDRICK, LTD.**, Carters Green, Walsley

**1953** SEDDON P6 boxvan, choice of three.  
**1949** SEDDON 6-ton P6 flat platform, £195.  
**SHELDON MOTOR SERVICES**, 2110, Gower St.,  
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**1951** SEDDON diesel Mark 5 drop-side 7-tonner alloy body.  
**1954** SEDDON diesel Mark 5 drop-side 7-tonner repainted, good tyres and condition, to clear.

**1955** SEDDON twin-ram tipper 900 by 20 tyres  
15-ft. wooden body in sound condition, £700

**H**ILLS.  
**1957**, August, SEDDON Mark 15 long-wheelbase platform lorry, unladen weight 3 tons 18 cw

**H**ILLS operate a round-the-clock 24-hour service for SEDDON. Parts dispatched at any hour by post or passenger train. Hills Garages (Manchester), Ltd., Port Street, Salford, 5.

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Palmer's Green, N.13. Palmer's Green 0446 and 102  
805-35

**1951 SENTINEL** direct-injection truck on 9.00 by 12.00 15.00 17.00 19.00 21.00 23.00 25.00 27.00 29.00 31.00 33.00 35.00 37.00 39.00 41.00 43.00 45.00 47.00 49.00 51.00 53.00 55.00 57.00 59.00 61.00 63.00 65.00 67.00 69.00 71.00 73.00 75.00 77.00 79.00 81.00 83.00 85.00 87.00 89.00 91.00 93.00 95.00 97.00 99.00 101.00 103.00 105.00 107.00 109.00 111.00 113.00 115.00 117.00 119.00 121.00 123.00 125.00 127.00 129.00 131.00 133.00 135.00 137.00 139.00 141.00 143.00 145.00 147.00 149.00 151.00 153.00 155.00 157.00 159.00 161.00 163.00 165.00 167.00 169.00 171.00 173.00 175.00 177.00 179.00 181.00 183.00 185.00 187.00 189.00 191.00 193.00 195.00 197.00 199.00 201.00 203.00 205.00 207.00 209.00 211.00 213.00 215.00 217.00 219.00 221.00 223.00 225.00 227.00 229.00 231.00 233.00 235.00 237.00 239.00 241.00 243.00 245.00 247.00 249.00 251.00 253.00 255.00 257.00 259.00 261.00 263.00 265.00 267.00 269.00 271.00 273.00 275.00 277.00 279.00 281.00 283.00 285.00 287.00 289.00 291.00 293.00 295.00 297.00 299.00 301.00 303.00 305.00 307.00 309.00 311.00 313.00 315.00 317.00 319.00 321.00 323.00 325.00 327.00 329.00 331.00 333.00 335.00 337.00 339.00 341.00 343.00 345.00 347.00 349.00 351.00 353.00 355.00 357.00 359.00 361.00 363.00 365.00 367.00 369.00 371.00 373.00 375.00 377.00 379.00 381.00 383.00 385.00 387.00 389.00 391.00 393.00 395.00 397.00 399.00 401.00 403.00 405.00 407.00 409.00 411.00 413.00 415.00 417.00 419.00 421.00 423.00 425.00 427.00 429.00 431.00 433.00 435.00 437.00 439.00 441.00 443.00 445.00 447.00 449.00 451.00 453.00 455.00 457.00 459.00 461.00 463.00 465.00 467.00 469.00 471.00 473.00 475.00 477.00 479.00 481.00 483.00 485.00 487.00 489.00 491.00 493.00 495.00 497.00 499.00 501.00 503.00 505.00 507.00 509.00 511.00 513.00 515.00 517.00 519.00 521.00 523.00 525.00 527.00 529.00 531.00 533.00 535.00 537.00 539.00 541.00 543.00 545.00 547.00 549.00 551.00 553.00 555.00 557.00 559.00 561.00 563.00 565.00 567.00 569.00 571.00 573.00 575.00 577.00 579.00 581.00 583.00 585.00 587.00 589.00 591.00 593.00 595.00 597.00 599.00 601.00 603.00 605.00 607.00 609.00 611.00 613.00 615.00 617.00 619.00 621.00 623.00 625.00 627.00 629.00 631.00 633.00 635.00 637.00 639.00 641.00 643.00 645.00 647.00 649.00 651.00 653.00 655.00 657.00 659.00 661.00 663.00 665.00 667.00 669.00 671.00 673.00 675.00 677.00 679.00 681.00 683.00 685.00 687.00 689.00 691.00 693.00 695.00 697.00 699.00 701.00 703.00 705.00 707.00 709.00 711.00 713.00 715.00 717.00 719.00 721.00 723.00 725.00 727.00 729.00 731.00 733.00 735.00 737.00 739.00 741.00 743.00 745.00 747.00 749.00 751.00 753.00 755.00 757.00 759.00 761.00 763.00 765.00 767.00 769.00 771.00 773.00 775.00 777.00 779.00 781.00 783.00 785.00 787.00 789.00 791.00 793.00 795.00 797.00 799.00 801.00 803.00 805.00 807.00 809.00 811.00 813.00 815.00 817.00 819.00 821.00 823.00 825.00 827.00 829.00 831.00 833.00 835.00 837.00 839.00 841.00 843.00 845.00 847.00 849.00 851.00 853.00 855.00 857.00 859.00 861.00 863.00 865.00 867.00 869.00 871.00 873.00 875.00 877.00 879.00 881.00 883.00 885.00 887.00 889.00 891.00 893.00 895.00 897.00 899.00 901.00 903.00 905.00 907.00 909.00 911.00 913.00 915.00 917.00 919.00 921.00 923.00 925.00 927.00 929.00 931.00 933.00 935.00 937.00 939.00 941.00 943.00 945.00 947.00 949.00 951.00 953.00 955.00 957.00 959.00 961.00 963.00 965.00 967.00 969.00 971.00 973.00 975.00 977.00 979.00 981.00 983.00 985.00 987.00 989.00 991.00 993.00 995.00 997.00 999.00 1001.00 1003.00 1005.00 1007.00 1009.00 1011.00 1013.00 1015.00 1017.00 1019.00 1021.00 1023.00 1025.00 1027.00 1029.00 1031.00 1033.00 1035.00 1037.00 1039.00 1041.00 1043.00 1045.00 1047.00 1049.00 1051.00 1053.00 1055.00 1057.00 1059.00 1061.00 1063.00 1065.00 1067.00 1069.00 1071.00 1073.00 1075.00 1077.00 1079.00 1081.00 1083.00 1085.00 1087.00 1089.00 1091.00 1093.00 1095.00 1097.00 1099.00 1101.00 1103.00 1105.00 1107.00 1109.00 1111.00 1113.00 1115.00 1117.00 1119.00 1121.00 1123.00 1125.00 1127.00 1129.00 1131.00 1133.00 1135.00 1137.00 1139.00 1141.00 1143.00 1145.00 1147.00 1149.00 1151.00 1153.00 1155.00 1157.00 1159.00 1161.00 1163.00

**FOR** further details please write or phone J. L. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 225 805-73.

**1955**, or drop-side, 9.00 by 20 tyres, excellent condition throughout, fitted heater and wipers, low mileage £1,350 o.n.o. Upton Brick Works, Ltd., Upton, Pool Dorset. Phone, Lytchett Minster 444. 806-73.

**1955 SENTINEL** 4-wheeler, 21-ft. platform, good

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E. J. BAKER AND CO. (DORKING), LTD. 273  
London Rd., Staines. Staines 4211. 805-371  
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Brew Bros., Ltd. Fre 3333. 805-295

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4 X 4 unregistered ex-W.D. trucks, very good selection.  
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Phone, Leabrooks 477. 222-651  
1947 8-wheeler 6LW Gardner, £550. Walker Bros.  
Middletown, Morcambe. Phone, Heysham 738. 805-7311  
1951 THORNYCROFT Trident diesel tipper with  
gear, Michelin C20 tyre equipment, in excellent con-  
dition, unladen weight 4 tons 4 cwt., price £750.  
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Causeway, Redbridge, Southampton. Phone, Totton 2258.  
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HILLS.  
1952 THORNYCROFT Trident chassis-cab with  
separate boxvan body, length 15 ft. 10 in.,  
width 6 ft. 5 in., height 7 ft. 3 in., unladen weight  
4 tons 4 cwt. 58 lb., one owner, offer. Hills Garages,  
Port St., Manchester. Central 4311. 805-170

1954 THORNYCROFT 8-wheeler, double-drive, air  
brakes, 24-ft. platform body, one owner since  
new, very clean and in good running order, £1,250, any  
trial. Terms and exchanges.  
RUSH GREEN MOTORS, Langley, Hitchin, Herts.  
Stevenage 175. 805-237

1948 THORNYCROFT Sturdy diesel 7-ton long-  
wheelbase drop-side truck, reconditioned engine  
and gearbox, tyres in excellent condition, repaired, ready  
to go straight to work, for quick sale, £225. H.P. terms  
arranged. Iver 947. 805-356

THORNYCROFT Artic. 1950, direct injection, diesel  
engine, with four-in-line B.T.C. trailer £210. Cardale  
Garage, 269 Carlton Rd. Nottingham 52034. 805-xD6140

1947 THORNYCROFT Nippy low-wheelbase truck,  
excellent condition, one owner only, low mile-  
age, new tyres throughout, a really exceptional vehicle,  
£165. Friday's Yeoman Garage, Ltd., Ashford Rd., Maid-  
stone. Phone 87248. 805-464

### Thornycroft Wanted

WANTED, THORNYCROFT TR6 diesel engine, com-  
plete 1948 Sturdy, Peters, Bovey, Dunjiven,  
N. Ireland. 805-x6135

### TROJAN

#### Trojan Wanted

WANTED, TROJAN low-mileage models, 1955  
onwards. Church Road Motors, Ltd., Hadleigh,  
Essex. Phone, Hadleigh 57271. 805-443

### VULCAN

VULCAN. Three long-wheelbase 5-6-ton vehicles, two  
1948, one 1949, all in very good mechanical condition,  
P6 engines, tyres reasonable, £500 the three.  
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lorry, fitted power steering, Eaton axle, diesel,  
painted green, low mileage. Offers.  
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1954 3-ton normal-control drop-side lorry, diesel.  
Choice of two. Offers.  
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1954 Normal-control short-wheelbase high-side tipper  
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### NEW VEHICLES.

6LW, 5-speed, double-drive 8-wheeler.  
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Mercury Mark II chassis and cab, fitted  
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FODEN 4-wheeler, latest 2-stroke, to take 22-ft. body.  
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LEYLAND Comets, 20-ft. flats.  
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LEYLAND 8-wheel tipper.  
FODEN 8-wheel tipper.  
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A Number of cheap 8-wheelers, including E.R.F.,  
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fitted new gear and body.

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1948 DENNIS, fitted 22-ft. 6-in. body, double drive.  
1947 DENNIS, fitted Boys extension.

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1950 MAUDSLAY twin steers, chassis and cab,  
choice of two, £500 each.  
1948 MAUDSLAY, fitted 7.7, 5-speed box, choice  
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1951 ALBION HD, fitted with trailer equipment, all  
new tyres, in first-class condition.  
1948 ALBION CX, choice of three.

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1956 LEYLAND Comet over-type 20-ft. flat.  
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OVER 50 4-wheelers to choose from.

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1943 SCAMMELL, ex petrol company.  
1942 SCAMMELL 6LW 45-tonner.  
A Number of all types of trailers.

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1955 SEDDON, R6, fitted with 22-ft. Carrimore  
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SPARES for all types E.R.F., A.E.C., Foden, including  
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1955 BEDFORD 7-ton short-wheelbase tippers,  
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NEW MORRIS-COMMERCIAL 7-ton 12-ft. 6-in. wheel-  
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NEW A.E.C. and B.M.C. vehicles, immediate delivery.

1958 LEYLAND Comet tractor, immaculate.

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base.

1957 GUY Warrior, 20-ft. alloy-framed body,  
2-speed axle, immaculate.

1957 FORD Thames 4D 17-ft. 6-in. timber body,  
good condition.

1956 LEYLAND Comet, timber body, long wheel-  
base, choice of two.

1956 ALBION Reiver, 24-ft. alloy-framed body,  
hardwood floor.

1956 LEYLAND Octopus 600, 24-ft. 6-in. body.

1956 E.R.F. 6-wheel tipper, immaculate.

1955 BEDFORD articulated display van, fitted with  
generator, ventilation system, sink unit,  
refrigerator.

1954 THORNYCROFT Trident tipper, 12-ft. alloy  
U-shaped body.

1954 A.E.C. Mammoth Major 8-wheeler, good con-  
dition.

1954 FODEN, 4-wheel 16-ft. 6-in. timber body, 4LW  
Gardner engine, fine mechanically.

1953 ALBION Chieftain tipper

1953 SEDDON, 16-ft. timber body, P6 engine, sound  
condition.

1952 BEDFORD 7-ton, 17-ft. 6-in. timber body, Pe  
engine, choice of two.

1952 LEYLAND Hippo, 22-ft. timber body, good  
condition.

1952 ALBION 8-wheeler, 24-ft. 6-in. timber body.

1952 ALBION, heavy-duty 20-ft. timber body, good  
condition.

1952 LEYLAND Comet 90 with 2-speed axle.

1950 MAUDSLAY Meritor, 24-ft. 6-in. timber body,  
very good condition.

1948 Thornycroft, Albion and E.R.F. 8-wheelers,  
24-ft. 8-in. flat, sound condition, very reason-  
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A Large selection of pre-1949 4-wheelers, twin steers  
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### TIPPERS!

SEDDON Mk. 5L long-wheelbase tipper, 1956, Eaton  
2-speed axle, 9.00 by 20 tyres, £1,050.  
SEDDON Mk. 5L long-wheelbase tipper, 1956, Eaton  
2-speed axle, 9.00 by 20 tyres, £980.

SEDDON Mk. 5510 tipper, 1956, new engine recently  
fitted, tyres good, £1,975.  
COMMER TS3 1955 long-wheelbase tipper, 7-tonner,  
tyres good, £950.

COMMER TS3 tipper, 1955, 7-tonner tyres fair, £925.  
BEDFORD 6-ton tipper, 1958, Bedford engine, one  
owner, £895.

BEDFORD 7-ton tipper, 1957, diesel, very clean, £850.  
DODGE 144AR6 tipper, 1954, tyres reasonable, a clean  
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COMMER diesel tipper, 1954, reasonably clean, £595.  
DODGE 103AP6 tipper, 1951, new engine recently fitted,  
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GUY Otter 1953 long-wheelbase truck, alloy body, P6  
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1957 Thames 4D drop-side lorry.

1956 BEDFORD 7-ton forward-control tipper, petrol  
engine.

1956 COMMER TS3 diesel 7-ton drop-side lorry.

1956 Model DODGE diesel 7-ton long-wheelbase  
platform lorry, 2-speed axle.

1954 AUSTIN prime mover, diesel.

1951 Thames diesel 5-ton strip-down cattle container.

1951 BEDFORD petrol 2-3-ton platform lorry.

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## Used Goods Vehicles (contd.)

**HARRY DANDO,**  
VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

**YORK** trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today. **TRADE** for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

## NEW VEHICLES.

**A.E.C.** Mustang chassis and cab, takes 21-ft. body, £3,612.  
**A.E.C.** Mercury long-wheelbase, takes 21-ft. body, £3,025.  
**A.E.C.** Mercury Mark I tractor unit, fitted with York 16-ton 16-ft.-in.-well low-loading trailer, knock-out axle, £4,342.  
**A.E.C.** Mercury Mark I tractor unit, complete with used Carrimore 25-ft. platform trailer, S.A.E. coupling, complete outfit, £3,351 13s. 6d.  
**BEDFORD** 7-ton short-wheelbase square-body tipper, Leyland engine, choice of two, £2,000 each.

## SPECIAL A-LICENCE VEHICLES.

**BEDFORD** 1957 Boys training-axe 6-wheeler, R6 engine, platform body, good condition throughout, 4 tons 10 cwt. West Midlands licence expires October 31, £1959.  
**GUY** Otter, 1953, P6, 2-speed axle, fair condition, 2 tons 19 cwt. Western Area licence expires March 24, 1961.

## LONG WHEELBASE.

**MAUDSLAY**, 1948, twin steer, platform body, in very good condition throughout, £650.  
**BEDFORD** 1957 R6 Boys raised 6-wheeler, exceptionally good condition throughout, £1,700; choice of two.  
**ALBION** 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition throughout, £1,200.  
**A.E.C.** 2-stick model, aluminium platform body, wood floor, exceptionally well maintained vehicle in good, clean, ready-to-work condition, £900.  
**LEYLAND** Comet long-wheelbase, 1951, normal control, good condition throughout, 18-ft. platform body, £800.  
**BEDFORD** 1954 long-wheelbase, R6, good condition throughout, choice of two, £750.  
**GUY** Otter, 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £550.  
**BEDFORD** 1954 A-type P6 long-wheelbase double-drop-side, one owner, good condition, tyres fair, ready for work, £550.  
**MEADOWS** 1954 long-wheelbase truck, fitted with Meadows 4-cylinder diesel engine, good condition throughout, £475.  
**EDDON** 1953 P6 long-wheelbase platform, fair condition throughout, £450.  
**FORD** 1956 D long-wheelbase double-drop-side, £450.  
**BEDFORD** 1953 A-type 5-ton petrol, standard long-wheelbase platform, one very careful owner since new, £400.  
**EDDON** 1948 long-wheelbase, Gardner 4LK engine, in very good condition throughout, £400.  
**GUY** Otter 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £400.  
**LEYLAND** Comet, 1948, long-wheelbase platform, £350.  
**FODEN** 1937 8-wheeler, platform, Gardner 6LW diesel engine, £325.  
**BEDFORD** 1951 7-ton long-wheelbase platform, petrol engine, £325.  
**MAUDSLAY**, 1948, A.E.C. 7.7 engine, twin-steer platform body, fair condition, £250.  
**SEDDON** 1947 P6 long-wheelbase double-drop-side, £200.  
**ALBION** 1947 6-ton long-wheelbase drop-side, Perkins P6 diesel engine, £100.  
**THORNYCROFT** 1949 long-wheelbase, diesel engine, poor condition, £100.  
**VULCAN** 1948 long-wheelbase platform, Perkins P6 diesel engine, £100.  
**COMMER** 1951 long-wheelbase platform, Commer petrol engine, £50.  
**BEDFORD** 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft., in primer, £1,000.

## TRAILERS AND ARTICULATED.

**E.R.F.** 1946, Gardner 5LW, complete with new 20-ft. in. well, 15-20-ton Dyson low-loading trailer and Tasker 14-ton platform tandem-axle semi-trailer, all S.A.E. coupling, will split the tractor unit, is ex-well-known C licence operator, is in outstandingly good condition, complete outfit £3,000.  
**DYSON** new 15-20-ton low-loading semi-trailer, 20 ft. in. well, vacuum brakes, £1,575.  
**YORK** new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.  
**ALBION** 1951 4-cylinder diesel, 25-ft. Carrimore close-coupled semi-trailer, £675.  
**TASKER** platform double-axle semi-trailer, air brakes, modern trailer in exceptionally good condition, Tasker coupling, £600.  
**CARRIMORE** 12-ton 25-ft. platform trailer, exceptionally good condition, air brakes, S.A.E. coupling, £450.  
**ALDERSLEY** 10-ton full-trailer low-loader, 12 ft. in. well, vacuum brakes, complete with drawbar knock-out axle, £350.  
**B.T.C.** 20-ft. boxvan semi-trailer, B.T.C. couplings, £125.  
**TASKER** 20-ft. boxvan semi-trailer, B.T.C. couplings, £125.  
**BEDFORD-SCAMMELL** 1948 tractor unit, choice of two, £100 each.  
**BEDFORD** 1947 Scammell tractor unit, £50.

## TIPPERS.

**MAUDSLAY** 1949 8-ton tipper, A.E.C. 7.7 engine, quite good condition throughout, £600.  
**BEDFORD** 1957 7-ton short-wheelbase tipper, R6 diesel engine, new tyres, £650.  
**AUSTIN** 1955 5-ton steel-body petrol tipper, clean condition, £425.  
**COMMER** 1952 P6 standard wood body tipper, £400.

(Continued in next column)

## Used Goods Vehicles (contd.)

**BEDFORD** 1953 petrol 5-ton steel body, excellent condition throughout, £250.  
**DODGE** 1955 P6 long-wheelbase wood body tipper, 3-speed axle, £750.  
**MAUDSLAY**, 1948, Pilot tipping gear and wood body, 4LW Gardner engine, £400.

## VANS.

**BEDFORD** 1956 10-12-cwt. Utility van, Bedford petrol engine, £350.

**HARRY DANDO,**  
VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines). 805-331

## L. A. MITCHELL (MOTORS), LTD.

**DODGE DISTRIBUTORS.**  
**PERKINS DIESEL SIGNHOLDERS.**  
**1957** AUSTIN Omnivan, clean, £400.  
**1957** MORRIS 12 pick-up, £400.  
**1955** 6-ton DODGE diesel tipper, fitted Perkins exchange reconditioned engine, £750.  
**1955** 6-ton DODGE diesel truck, £375.  
**BEDFORD** QL 4 x 4 chassis and cab.  
**BALHAM HIGH RD., S.W.12.** Phone, Bal 2234. 805-81

## CARMICHAELS FOR COMMERCIALS.

**PHONE, WORCESTER 6383 (five lines).**  
**1956** FORD Sussex diesel 6-wheeler high-side tipper.  
**1955** DODGE 7-ton long-wheelbase diesel drop-side heavy-duty equipment.  
**1954** ATKINSON diesel Gardner forward-control long-wheelbase 8-wheeler, in excellent condition.  
**1953** SEDDON 7-ton long-wheelbase forward-control diesel, drop side, engine reconditioned.  
**1953** FORD Thames 5-ton long-wheelbase petrol, drop side.  
**1948** MAUDSLAY forward-control diesel, 7.7 engine, long-wheelbase, drop side.

## TERMS ARRANGED ON ANY OF THE ABOVE VEHICLES.

## CARMICHAEL AND SONS (WORCESTER), LTD.

**THE BUTTS, WORCESTER.**  
Phone, Worcester 6383. 805-8

## SPA GARAGES (LEEDS), LTD.

**MEANWOOD ROAD, LEEDS 7.**  
Phone 34884.  
**1955** ALBION Reiver 6-wheeler, fitted with fully reconditioned Chieftain engine, £1,550.  
**1953** VULCAN long-wheelbase, fitted P6.  
**1953** SEDDON artic., with 23-ft. trailer, fitted new driver's cab, rewired, Eaton 2-speed axle, £325.  
**1951** ALBION Chieftain 16-ft. 6-in. flat.  
**1952** ALBION Clydesdale artic., 20-ft. 6-in. trailer, engine, reconditioned, tyres good, £925.  
**1949** MORRIS-COMMERCIAL long-wheelbase flat, petrol, £80.  
**1948** SEDDON, reasonable condition, £120.  
**PART-EXCHANGES, H.P. arranged.** 805-25

**TWO** 1955 A.E.C. single-drive 8-wheel tippers, 9.6-litre engines, Pilot U7 underbody tipping gear, 21-ft. wooden bodies on 9.00 by 20 tyres; can be inspected working.  
**SEVERAL** 1947-50 Maudslay and E.R.F. 20-ft. platform bodies, all in first-class working condition.  
**TWO** 1950 FODENS, fitted with 6LW Gardner engines, 24-ft. alloy bodies, on 9.00 by 20 tyres, condition immaculate.  
**SEVERAL** A.E.C., Leyland and Foden 8-wheel tippers, all fitted with 21-ft. wooden bodies. Pilot tipping gears, on 9.00 by 20 tyres; these vehicles are working daily and can be inspected by appointment.

## APPLY

## MURPHY BROS., LTD.

**FEATURE BUILDINGS**  
**MELTON ROAD, SYSTON, LEICS.**  
Phone, Syston 2951. 805-124

**1955** THORNYCROFT Sturdy Special, CR6 engine, 9.00 by 20 tyres, 20-ft. platform body, excellent condition.  
**1951** LEYLAND Comet short-wheelbase tipper, 36 by 8 tyres.  
**1950** MAUDSLAY Mustang twin steer, A.E.C. 7.7, 21-ft. platform, double drop-side.  
**1948** Mogul Mk. II, 17-ft. 6-in. platform body, well tyred, ready for immediate service.

## DUROSE GARAGE,

**AUTHORIZED A.E.C. DEALERS,**  
**LIVERPOOL ROAD,**  
**NEWCASTLE, STAFFS.**  
**ON THE A34.**  
Phone, Newcastle, Staffs. 52251. 805-9

## Used Goods Vehicles (contd.)

**RUFFORD MOTOR CO., LTD.,**  
DISTRIBUTORS FOR E.R.F. IN NOTTINGHAM-SHIRE, AREA DEALERS FOR DODGE AND BEDFORD.

## OFFER FOR IMMEDIATE DELIVERY:—

**NEW E.R.F.** 8-wheel double-drive 21-ft. alloy hydraulic tipper, latest type Gardner engine, unladen weight 8 tons.  
**1958** Late E.R.F. 8-wheel 21-ft. alloy bodied hydraulic tipper, as new.  
**1957** ATKINSON 8-wheel 21-ft. hydraulic tipper, drop-sided, 40 by 8 tyres, very clean.  
**1956** ATKINSON 8-wheel 20-ft. hydraulic tipper, 40 by 8 tyres, very clean.  
**1953** ATKINSON 8-wheel 22-ft. hydraulic tipper, drop-sided, 40 by 8 tyres, choice of two.  
**1946** ATKINSON 8-wheel double-drive, 21-ft. hydraulic tipper.  
**1950** FODEN 8-wheel double-drive, fitted new 22-ft. alloy body and tipping gear.  
**1946** FODEN 8-wheel double-drive, fitted new 20-ft. drop-sided body and gear.  
**ANY** of the above machines can be supplied with East Midlands, Metropolitan, North Western or Norwich S.A. licence.  
**NEW DODGE** 3145Y, Boys extension, 6-wheel, 18-ft. alloy hydraulic tipper, heavy axle.  
**NEW FORD** Trader 7-ton short-wheelbase steel-bodied tipper.  
**NEW BEDFORD** 15-cwt. van.  
**1959** E.R.F. 20-ft. drop-sided truck, 5LW Gardner engine, 1,000 miles only, as new, reduced price.  
**1958** DODGE short-wheelbase hydraulic tipper, heavy axle.  
**1957** DODGE long-wheelbase hydraulic tipper, P6 engine, very clean, choice of three.  
**1956** DODGE 7-ton short-wheelbase hydraulic tipper.  
**1955** DODGE 7-ton long-wheelbase tipper, R6 engine, 15-ft. alloy body.  
**1954** DODGE Boys 20-tti. body, 6-wheel, R6 engine, unladen weight 4 tons 10 cwt.  
**1954** DODGE 6-ton flat, P6 engine, choice of two.  
**1953** DODGE 7-ton 18-ft. drop-sided truck.  
**1952** DODGE 6-ton long-wheelbase hydraulic tipper.  
**1958** B.M.C. 5-ton long-wheelbase drop-sided truck, as new.  
**1955** ALBION Chieftain, fitted 16-ft. alloy body and 16-ft. alloy container van, 3 tons 3 cwt.  
**1951** ALBION Chieftain 16-ft. flat.  
**1956** FORD D 12-ft. hydraulic tipper, high-sided, choice of two.  
**1950** E.R.F. long-wheelbase 16-ft. drop-sided truck, 4LK Gardner.  
**1950** DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, respayed.  
**1954** SEDDON 14-ft. hydraulic tipper.  
**1954** BEDFORD A-type 600 cube van, petrol engine.  
**1956** BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.  
**1949** BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body.  
**1957** September, BEDFORD 7-ton short-wheelbase, steel-bodied hydraulic tipper, 24,000 miles, petrol engine.  
**1949** LEYLAND Comet 12-ft. hydraulic tipper, new body.  
**1949** FODEN 18-ft. flat, 4LW Gardner, very clean.  
**1947** A.E.C. 6-wheel 2,500-gallon tanker, with pump.  
**MOST** of the above machines can be supplied with Metropolitan, East Midlands or North Western Area special A licence.  
**CHOICE** of 50 other trucks from £50 upwards.

## MILE HILL GARAGE,

**CHESTERFIELD ROAD NORTH,**  
**MANFIELD.**  
Phone 2314-5. 805-415

**ATKINSON** 1946 6W tipper, 7.7 engine, very good, £900.  
**ATKINSON** 1943 6-wheel drop-sided truck, 23-ft. body, 5LW engine, very clean.  
**DODGE-SCAMMELL** 10-ton, 1956, P6 engine, 2-speed axle, 24-ft. trailer, £850.  
**AUSTIN** 6-wheel steel body tipper, P6 engine, good condition, £165.  
**TWO** 1950 FORD 5-ton 15-ft. flats, P6 engines, £150 each.  
**SECOND-HAND** spares available for E.R.F., Seddon and Dodge vehicles and other makes, cheap to clear.  
**W. H. SHORT, LTD.,** Newthorpe, Notts. Kimberley 2391. 805-120

**1956** COMMER TS3, 11-ft. 9-in. wheelbase, alloy platform, extras, excellent condition, choice of two.  
**1952** VULCAN petrol long-wheelbase platform.  
**1953** MORRIS 5-ton diesel double-drop-side.  
**1952** DODGE 6-ton petrol, alloy platform, 8.25 by 20 tyres, Eaton axle set.  
**1951** THORNYCROFT 8-wheeler drop-side.  
**1952** THORNYCROFT 8-wheeler 6LW drop-side.  
**1954** THORNYCROFT Trident long-wheelbase double-drop-side.  
**1953** E.R.F. 4-wheeler, 4LW, air brakes.  
**1954** E.R.F. 8-wheeler, 6LW.  
**1956** B.M.C. 5-ton flat.  
**1957** B.M.C. 7-ton tipper, drop-side.

## PARRS (LEICESTER), LTD.

**ABBAY LANE, LEICESTER.**  
Phone 61511 (seven lines). 805-119



Used Goods Vehicles (contd.)

FERRARIS OF CRICKLEWOOD, L. TD.

200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

- BEDFORD.**  
1956 BEDFORD 10-12-cwt. van; choice of several.  
1953 BEDFORD 7-ton long-wheelbase platform truck with Leyland engine.  
**B.M.C.**  
1957 MORRIS J2 15-cwt. van, choice of two.  
1956 B.M.C. 7-ton diesel forward-control platform truck  
1951 AUSTIN 25-cwt. van, also truck version available.  
**DODGE.**  
1956 DODGE 5-ton 106A diesel truck, choice of two.  
1952 DODGE 124A P6, short wheelbase, Scammell attachment tractor unit.  
**FORDSON.**  
1955 FORDSON 5-cwt. van, choice of several.  
1956 FORDSON 7-cwt. van, choice of several.  
1954 FORDSON 10-cwt. gown van, choice of several.  
**JENSEN.**  
1949 Long-wheelbase platform truck, P6 diesel engine.  
**LEYLAND.**  
1955 LEYLAND Comet tractor unit with S.A.V. trailer coupling.  
**MAUDSLAY.**  
1946 MAUDSLAY 7-ton platform truck with 4LK Gardner engine.  
**SEDDON.**  
1952 SEDDON 7-ton long-wheelbase alloy-bodied platform truck, P6 diesel engine.  
1952 SEDDON 7-ton 6-cu.-yd. steel-bodied tipping truck. 805-355

CARS AND COMMERCIALS

OF  
62 ASTON ROAD NORTH, BIRMINGHAM, 6.  
Aston Cross 4217.

OFFER.—

- 1957, October, B.M.C.-MORRIS diesel, forward-control, long-wheelbase, 5-ton, drop-side, truck, with heavy-duty equipment, aluminium panelled sideboards, maintained regardless of cost by one careful C licence user, £525.  
1957 COMMER 8-cwt. express van, bargain, £295.  
1956 AUSTIN 2-3-ton B.M.C. diesel boxvan, roller shutter side and rear doors, whole machine as new, C licence user, £600.  
1955 FORDSON 4D 3-ton long-wheelbase drop-side, heavy-duty tyres and chassis, one owner, £385.  
1955 AUSTIN 3K long-wheelbase drop-side petrol, in primer, bargain, £325.  
1955 AUSTIN, as above, £500.  
1951-2 FORDSON 6-ton ET6, Balco extension chassis, P6 engine, useful machine, £175.  
1952 BEDFORD 3-way van, fitted heater with excellent tyres, £135.  
1951-2 BEDFORD 2-3-ton long-wheelbase double-drop-side truck, bargain, £95. 805-152

CAR MART, L. TD.

SIX MONTHS' GUARANTEE  
WHERE STATED.  
10% DEPOSIT.

- 1958 BEDFORD 25-cwt. diesel (Hawson body) van, 1,000 miles, guaranteed, £845.  
1949 THORNYCROFT Sturdy diesel long-wheelbase drop-side truck, £195.  
1955 FORD 30-cwt. (4D) diesel van, £395.  
1956 BEDFORD 10-12-cwt. van, guaranteed, £365.  
1958 FORDSON 15-cwt. van, 17,000 miles, guaranteed, £485.  
1950 BEDFORD 5-ton pantechon, approximately 1,250 cu. ft., £545.  
1954 FROJAN 15-cwt. pick-up diesel truck (P3 engine), £375.  
1956 COMMER Cob van, £345.

THE CAR MART, L. TD.,

WELSH HARP,  
EDGWARE ROAD, N.W.9.  
Hendon 6500. 805-173

JESSUPS (STRAITFORD), L. TD.,

125-134 HIGH STREET,  
STRAITFORD, E.15.  
Maryland 6699.

BEDFORD MAIN DEALERS AND PERKINS  
SIGNHOLDERS.

- 1954 FORD Thames 8-ton Sussex 6-wheeler, with Perkins P6 engine.  
1954 DENNIS Stork diesel 3-ton van, one owner, £415.  
1953 BEDFORD 6-ton Scammell unit, petrol, £245  
SELECTION 10-12-cwt. vans, Dormobiles, etc. 805-309

Used Goods Vehicles (contd.)

BOTWOODS, L. TD.

COMMERCIAL-VEHICLE SPECIALISTS,  
OFFER.—

- BEDFORD 5-ton long-wheelbase standard drop-side, Perkins P6, first registered November, 1954, genuine 21,000 miles since new, original tyres with 30% tread, a first-rate vehicle, ex C licence operator, £595.  
MORRIS 5-ton forward-control B.M.C. 5.1 diesel 17-ft. 6-in. truck, good 8.25 (12-ply) tyres, exchange engine, gearbox and new batteries past six months, excellently maintained vehicle, registered August, 1955, £795.  
THE above vehicles guaranteed three months.  
THORNYCROFT sturdy diesel long-wheelbase tipper (twin SL4 gear), approximately 12-cu.-yd. panelled wood body, 8.25 (12-ply) tyres in poor condition, first registered November, 1951, £325.  
VULCAN P6 steel-bodied 6-cu.-yd. tipper, 2-speed axle, 8.25 (12-ply), first registered 1949, £250.  
BEDFORD 5-ton long-wheelbase tipper (petrol), in excellent order throughout, repainted blue, first registered 1946, £175.  
DYSION 6-ton trailer, 7.50 by 20 (12-ply) tyres, 14-ft. 7-in. drop-side body, with many extras, hardly used, £535.

TRADE INQUIRIES INVITED.

BOTWOODS, L. TD.

MAJOR'S CORNER, IPSWICH.  
Phone 52271. 805-165

- LEYLAND Octopus drop-side 8-wheeler, October, 1953.  
LEYLAND Octopus drop-side 8-wheeler, November, 1953.  
LEYLAND Octopus drop-side 8-wheeler, October, 1951.  
LEYLAND Octopus drop-side 8-wheeler, December, 1951.  
LEYLAND Octopus drop-side 8-wheeler, November, 1951.  
LEYLAND Octopus drop-side 8-wheeler, November, 1950.  
LEYLAND Octopus drop-side 8-wheeler, September, 1949.  
LEYLAND Octopus drop-side 8-wheeler, September, 1949.  
AUSTIN diesel drop-side, 5-ton, May, 1956.  
ADENNIS-SCAMMELL articulated, September, 1948.  
MAUDSLAY drop-side 8-wheeler, July, 1948.  
MAUDSLAY articulated drop-side 8-wheeler, October, 1947.

AUTO SPARES.

VALLEY STREET NORTH, DARLINGTON.

Phone 66748. 905-221

BARNARDS OF STOWMARKET, offer.—

- 1954 BEDFORD ASL long-wheelbase standard truck, fitted with P6 engine, tyres fair, £300.  
1955 FORD Thames, registered November, long-wheelbase tipper, fitted with recently reconditioned 4D engine, tyres nearly new, £335.  
1956 B.M.C. 8-10-ton articulated vehicle, fitted with LEYLAND Beaver 20-ft. platform truck, complete with special A licence, 4 tons 15 cwt., Eastern Area, £1,450.  
1955 FODEN FE, 4-14 tons, fitted with 19-ft. platform body, good 9.00 by 20 tyres, 8-speed gearbox, Mk. II engine, £1,750.  
1954 BEDFORD 5-tonner, extended wheelbase, fitted with 17-ft. platform body, P6 engine, well used, £475.  
1952 BEDFORD standard model 5-ton long-wheelbase truck, petrol engine, £250.  
1947 BEDFORD-SCAMMELL 8-ton petrol-engined tractor unit with 20-ft. trailer, £340.  
1951 BEDFORD-SCAMMELL 10-ton 3-type petrol-engined tractor unit with 23-ft. 10-ton trailer, £720.  
1953 BEDFORD-SCAMMELL 8-10-ton articulated unit with 22-ft. platform trailer, the whole vehicle in good condition, diesel engine, £650.  
1956 MORRIS J1 10-cwt. van, one owner, new tyres, £300.  
1956 Model LAND ROVER long-wheelbase pick-up, £465.  
1957 VOLKSWAGEN pick-up, £495.  
PHONE, Stowmarket (Suffolk) 621 (five lines). 805-178

JACKSONS

FOR

MODERN SELECTED VEHICLES.

- FORD 4D 1956 5-ton long-wheelbase truck, double-drop-side, nominal mileage, exceptional condition.  
DODGE 1954 5-ton long-wheelbase diesel tipper, well fitted, good order.  
LEYLAND Comet 1955 ECO model, semi-forward-control, long wheelbase, 18-ft. alloy body, one owner since new.  
BEDFORD 1953 long-wheelbase chassis and cab with 8 Balco extension, repainted and in very good order.  
FORDSON 4-cylinder Costantrol, 1953, medium wheelbase petrol truck, repainted and in very nice condition.  
BEDFORD 1951 30-cwt. petrol truck, with side racks, clean and sound.  
BEDFORD 1952 5-ton long-wheelbase petrol tipper, repainted and in very good order.  
AUSTIN 1951 2-ton petrol truck, repainted and in first-class condition.  
BEDFORD 1952 3-ton boxvan, excellent condition, ready for work.

O. T. JACKSON MOTORS, L. TD.

855 NEW WOLVERHAMPTON ROAD,  
LANGLEY, NEAR BIRMINGHAM.  
Phone, Birmingham Broadwell 2871-2-3. 805-205

Used Goods Vehicles (contd.)

BEECH'S GARAGE (HANLEY), L. TD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

- NEW E.R.F. 8-wheeler, 6LW double drive, 9.00 by 20 tyres, chassis and cab, bodywork to requirements.  
A.E.C. Matador 4 by 4 fixed-side lorries, ex W.D., power-operated winch, 13.50 by 20 tyres in excellent condition, choice of two.  
1958 LEYLAND Beaver, 19-ft. 6-in. drop-side body, 10.00 by 40 tyres, full air pressure brakes, in very good condition.  
DIAMOND T wreck recovery vehicle, 6 by 6 power-driven crane and winch, equal to new, ex M.O.S.  
1951 E.R.F. 4-wheeler, 3-cylinder engine, 18-ft. drop-side body, air pressure brakes, 9.00 by 20 tyres, in good condition.  
1952 FORD ET6 short-wheelbase, Anthony hoist, steel-bodied tipper, on 7.50 by 20 heavy-duty tyres, P6 engine, in very good condition.  
1948 ATKINSON 8-wheeler, double-drive axles, 24-ft. drop-sided body, 40 by 8 tyres, in very good condition.  
1956 A.E.C. Mercury, 21-ft. alloy platform body, 9.00 by 20 tyres, in first-class condition.  
1957 BEDFORD 7-tonner, 17-ft. platform body, 9.00 by 20 tyres, R6 engine, in very good condition.  
1957 BEDFORD 7-ton end-hydraulic tipper, 15-ft. tipping body, 2-ft. 6-in. fixed sides, R6 engine, in very good condition.  
1957 COMMER TS3, fitted Boys extension, 9.00 by 20 tyres, 21-ft. panel drop-sided body, in excellent condition.

BEECH'S GARAGE (HANLEY), L. TD.

HOPE STREET, HANLEY, STOKE-ON-TRENT.

S.-on-T. 25249 and 25240. 805-413

ROSS GARAGES (SALES), L. TD.,

PENARTH ROAD, CARDIFF.  
Phone, Cardiff 24671.

ATKINSON AND SEDDON MAIN DISTRIBUTORS,  
FORD AND ROOTES GROUP DEALERS.

NEW VEHICLES FROM STOCK.

- ATKINSON 8-wheeler chassis-cab, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.  
COMMER 7-ton, Rootes diesel, air brakes, 13-ft. 6-in. wheelbase.  
THAMES Trader 6D 6-cu.-yd. tipper.

USED VEHICLES.

- 1952 VULCAN with 7-8-tonner platform body, Mark 3, Meadows engine.  
1956 MAUDSLAY 7-8-tonner, Gardner 5LW, will sell for spare value.  
1948 LEYLAND Octopus 8-wheeler, air brakes, Syndromic lubrication.  
AUSTIN lorry, petrol, 4-5-ton. 805-243

- £425. 1954 BEDFORD A-type short-wheelbase diesel tipper.  
£425. 1952 (model) DODGE diesel Scammell tractor, 20-ft. trailer, clean.  
£275. 1954 MORRIS B.M.C. diesel 5-ton short-wheelbase tipper, one owner.  
£195. 1949 SEDDON 6-ton diesel lorry.  
£525. 1956 BEDFORD A-type diesel 5-ton long-wheelbase tipper, fixed-sided body for coal carrying.  
£225. 1952 VULCAN Scammell tractor, fitted P6 diesel engine, Eaton 2-speed axle.  
£225. 1949 VULCAN twin-ramp tipper, fitted with 2-speed axle, clean vehicle.  
£575. 1954 10-ton BEDFORD Scammell R6 modified engine, complete with trailer, clean outfit.  
£165. 1951 AUSTIN 5-ton Loadstar, fitted P6 diesel engine, clean wagon.  
£285. 1955 FORD 4D diesel 3-ton lorry.  
£100. Perkins P6 engine complete with all fittings for Vulcan and Bedford.  
£75. 1-ton Burtonwood hydraulic tailboard lift.  
£100. 1-ton Hyster for Bedford chassis.  
255 WALTON LANE, Liverpool 4, Aintree 1873. 805-13

- ALBION 4 x 4, ex-M.O.S., reconditioned, unregistered, 12.00 by 20 tyres, as new, £100.  
FORD 4 x 4 WOT6, ex-M.O.S., unregistered, tyres as new, £90.  
LEYLAND Retriever 6 x 4, ex-M.O.S., unregistered, tyres as new, £100.  
R. LEWIS, 74 New Summer St., Birmingham, 19.  
A. Phone, Aston Cross 1943; after 6 p.m., Harborne 3935. 805-136

W. HAROLD PERRY, L. TD.,

STATION BRIDGE,  
WEALDSTONE, MIDDLESEX.

- 1958 (First registered) DENNIS Max, fitted booster box, well shod, mechanically sound, £350.  
1950 E.R.F. 6-ton, fitted 4LK engine, mechanically sound, £500.  
1949 LEYLAND Comet, diesel engine, tipper, 8-cu.-yd. metal body, £575.  
1955 BEDFORD 7-cu.-yd. tipper, metal body, one owner, good condition, £700.  
1952 Thames 5-ton ET7D boxvan, metal body with full roller shutter at rear, £385.  
LARGE selection of 5-, 10- and 10-12-cwt. Thames vans always available.  
MOST of the above are guaranteed for 90 days.

HARROW 1031.

OPEN UNTIL  
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Used Goods Vehicles (contd.)

**CHANDLERS MOTORS, L.TD.**  
LUTON vans and pantechnicons.

- 1955 BEDFORD A-type 4-ton Luton, 800-cu.-ft. duralin body, which cost £700, separate cab, used on light parcel work, in immaculate condition, £540.  
1953 BEDFORD 30-cwt. Luton with integral cab, in first-class condition, £185.  
1952 BEDFORD 4.5-ton pantechnicon, 1,200-cu.-ft. body, integral cab with drop well, under 3 tons, choice of two, from £425.  
1952 AUSTIN 3-ton pantechnicon, drop well, 800 cu. ft., a really clean vehicle, £275.  
1951 BEDFORD 5-ton, 1,000-cu.-ft. pantechnicon with drop well, Plymax body, in first-class order, £325.  
1951 BEDFORD 4.5-ton pantechnicon 1,200-cu.-ft. body, integral cab with drop well, under 3 tons, £400.

**TRUCKS.**

- 1955 BEDFORD A-type 5-ton diesel drop-sided truck, £475.  
1953 BEDFORD 5-ton A-type truck, in first-class order, £320.  
1951 BEDFORD diesel 5-ton drop-side truck, £225.

**TIPPERS.**

- 1950 AUSTIN Loadstar long-wheelbase tipper, £150.

**CHANDLERS MOTORS, LTD.,** 71 Greenwich South St., London, S.E.10.

**GRE 2033-4.** 805-468

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HIGH STREET, CRAWLEY, SUSSEX.  
Phone 25666.

**AUSTIN AND FORD COMMERCIALS.**  
FULL RANGE ALWAYS AVAILABLE.

- 1957 MORRIS 1-ton 14-seater LDI Utilibus, £630.  
1957 AUSTIN 152 van, low mileage, £475.  
1956 BEDFORD 5-ton long-wheelbase drop-side truck, £575.  
1956 BEDFORD long-wheelbase drop-side truck, £575.  
1950 DODGE 6-ton long-wheelbase drop-side truck, P6 diesel engine, £265.  
1950 October, LAND ROVER, reconditioned, £235.  
A Large selection of small vans always in stock. 805-365

- 1951 ALBION CXIN model with 18-ft. platform.  
1949 DODGE 5-ton diesel tipper with steel body.  
November, 7-ton DODGE long-wheelbase tipper, Eaton 2-speed rear axle.  
1955 FORDSON 4-ton 4D diesel tipper, choice of two.  
1956 FORDSON 4-ton 4D diesel tipper with aluminium body.  
1949 MAUDSLAY Mogul Mark II with A.E.C. 7.7 engine.  
H.P. And insurance facilities available.

- WINGERWORTH SERVICE STATION, LTD.,** Derby Rd., Wingerworth, Chesterfield, Derbyshire, Chesterfield 3527 and 7833. 805-99  
1951 BEDFORD 7-ton platform vehicle, petrol engine.  
1954 AUSTIN 5-ton flat platform.  
1958 (Registered) ex Ministry MAUDSLAY Militant Gardner 4LW engine.  
1951 MORRIS diesel 5-tonner.

- ORMSKIRK MOTORS, Country Rd., Ormskirk, Lancs.** Phone, Ormskirk 2551. 805-16  
**SAVERS GARAGE, Brough, Westmorland, Brough 226.** 805-17

- J. CAMPBELL PARK, LTD.,** offers most genuine bargains—  
1955 LEYLAND Octopus 8-wheel double-drive lorries, excellent condition, £1,950 each.  
1955 7-ton BEDFORD, long, drop-sides, ex-private firm, first-class machine, £375.  
1948 LEYLAND Beaver, new 600 engine last year, excellent condition, £725.  
**J. CAMPBELL PARK, LTD.,** Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 805-7357

**HAZLEMERE MOTOR CO.**  
(WALTHAM ABBEY), L.TD.

Waltham Cross 2275-7.

BEDFORD DEALERS, FODEN DISTRIBUTORS, PERKINS SIGNHOLDERS.

NEW BEDFORD 15-cwt. H.D. CAV van.

NEW LAND ROVER 88-in. wheelbase, petrol, standard.

- 1952 BEDFORD 5-ton truck, rebuilt, as new.  
1955 B.M.C. 5-ton diesel, long-platform truck, excellent condition, 36 by 8 tyres.  
1954 FODEN FE 6 platform, 12-ton, 6-wheel.  
1952 AUSTIN 10-cwt. van.  
1951 FORD 5-cwt. van, reconditioned and painted.  
1950 FODEN FG 6-12-ton 6-wheel truck.  
1953 SEDDON diesel truck. 805-449

Used Goods Vehicles (contd.)

**MAYDAY MOTORS, L.TD.**  
DODGE DISTRIBUTORS.

**ALL NEW DODGE MODELS**  
AVAILABLE FOR EARLY DELIVERY.

- 1958 AUSTIN A55 10-cwt. pick-up truck, 14,000 miles, £495.  
1957 BEDFORD Utilibuses, low mileage, choice of two, £425 each.  
1956 AUSTIN 3-ton drop-side truck, diesel, £625.  
1955 DODGE 6-ton tipper (Model 103 P6) with light alloy body and hollow plank construction, Pilot t.w.n. underbody gear, £225.  
1955 BEDFORD S-type petrol tipper, good condition, with steel body, £445.  
1954 BEDFORD CA vans; choice of two.  
1953 BEDFORD 5-ton tipper, £300.  
1952 DODGE 105 P6 drop-side truck, £425.  
1952 5-ton AUSTIN Loadstar platform truck, recently fitted new engine, tyres approximately 60% new, first-class condition, £280.  
1950 COMMERC 25-cwt. van, £100.  
1949 FORDSON 2-3-ton van, £125.  
**MAYDAY RD.,** Thornton Heath, Croydon. Thornton Heath 3473. 805-301

**GILBERT RICE, L.TD.**  
HORSHAM, SUSSEX.

Phone 4331.

- 1955 MORRIS 1-ton van, reconditioned engine, reculised, £295.  
1956 BEDFORD 15-cwt. pick-up, first-class order, £335.  
1957 Thames 7-cwt. van, excellent condition, £325. 805-357

**COM MOTORS, L.TD.**

- 1957 AUSTIN 5-ton short-wheelbase tipper, immaculate condition, £595.  
1957 FORD 5-cwt. van, one owner, exceptional, £295.  
1956 BEDFORD 10-12-cwt. vans, one owner, immaculate throughout, choice of two from £275.  
1956 FORD Thames 4D 2-ton diesel standard van, low mileage, £500.  
LARGE variety of used commercial vehicles always available and covered by our three months' guarantee.  
F. FORTRESS GROVE, Fortess Rd., Kentish Town, London, N.W.5. Gulliver 5888-9. 805-303

- 1957, November, B.M.C. Scammell tractor unit, 5.4 diesel, excellent order, £750.  
1957 BEDFORD 25-cwt. van, excellent order, £675.  
1951 FORD Trader 5-tonner, P6 diesel £250.  
NUMEROUS 5-ton tippers available.

25 Used vans in stock from 8 to 20 cwt.

**BARTON MOTORS (PRESTON), LTD.,** Preston. Phone, Preston 4664 (19 lines). 805-22

**NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon.** Phone 59441-2.

1949 THORNYCROFT Sturdy, £150.

1946 VULCAN, Perkins P6, £100.

TILLING-STEVENS 32-seater coach, 6LW Gardner engine, £200.

SEDDON distributors for Monmouthshire. 805-426

1951 FODEN 2-stroke 8-wheeler, double drive, 24-ft. platform body, well tried and maintained.

1955 Rebuilt SEDDON, fitted with Boys axle, Perkins P6 engine, 22-ft. drop-side body and wrap-round cab, Eaton 2-speed axle.

1957 FORDSON 4D 2-ton 12-ft. 6-in. cattle truck, very little used, guaranteed 14,000 miles only.

1950 AUSTIN Loadstar 2-3-ton drop-sider, in very good condition throughout.

1941 E.R.F. 4-wheel, platform body, fitted with Gardner 4LW, well maintained and good in appearance.

1948 MAUDSLAY 4-wheel, platform body, Gardner 5-cylinder 1.4W engine (choice of two, one fitted 5LW and the other A.E.C. 7.7).

1956 DODGE 7-ton tipper, fitted with Perkins R6 engine, 9.00 by 20 tyres and Eaton 2-speed axle (choice of two).

1946 ATKINSON 6-wheel double-drive, 21-ft. platform body, Gardner 6LW engine, well tried and maintained.

**OATHOUSE MOTORS, Lichfield St., Tamworth.** Phone, Tamworth 1381-2. 805-155

**FRANK G. GATES, L.TD.**  
MAIN FORD DEALERS,  
GATES CORNER, E.18.  
Wan 6633.

- 1955 BEDFORD Dormobile, very clean, £395.  
1950 BEDFORD 5-ton petrol truck with canvas tilt, £150.  
1951 BEDFORD 5-ton petrol truck with canvas tilt, £195.  
1949 BEDFORD-SCAMMELL tractors, choice of two, £95.  
1955 3-ton DODGE long-wheelbase truck, P4 diesel, choice of two, £295 and £345.  
1955 AUSTIN 1-ton petrol van, £325.  
1956 BEDFORD 8-cu.-yd. tipper, R6 diesel engine, £750.  
1954 BEDFORD 7-ton tipper, 13 cu. yd., R6 engine, £525. 805-481

Used Goods Vehicles (contd.)

**WHALEBONE MOTORS, L.TD. OFFER—**

- A.E.C.** 8-wheeler, 9.6 engine.  
**E.R.F.** 8-wheeler, Gardner 6LW engine.  
**FODEN** 8-wheeler double-drive, Gardner 6LW engine.  
**FORDSON** articulated, P6 engine, 23-ft. B.T.C. 4-in-line step-frame trailer.  
**SEVERAL** good A.E.C.s, 4-wheelers, boxvans and platforms.  
**SEVERAL** good BEDFORD-SCAMMELLs, 8-ton diesel units and trailers if required.  
1955 A-type BEDFORD truck, excellent condition, choice of two.  
1955 SEDDON, P6 engine, alloy body, one owner, excellent throughout.  
1955 DODGE, P4 diesel, extra-long body.  
**ALBIONS**, P6 diesel engines, excellent throughout.  
**E.R.F.** Tractor unit, good throughout, Tasker semi-low-loading pantechnicon trailers, units for sale if required.  
**SEVERAL** SCAMMELL tractor units, 6LW engines, 5.40 by 8 tyre equipment, large-capacity tanks, trailers suitable for same.  
**239-241 HIGH RD.,** Chadwell Heath, Essex. Phone, Seven Kings 5282. 805-312

**R. A. JORDAN, L.TD.**  
MAIN DENNIS DISTRIBUTORS  
(NO CONNECTION WITH ANY OTHER FIRM).  
FOR GOOD USED VEHICLES.

- 1952 DENNIS Pax forward control, long-wheelbase drop-side body, choice of two.  
1952 DENNIS Pax forward control long-wheelbase P6.  
1952 DENNIS Max, long wheelbase, 5-speed, 18-ft. platform, one owner.  
1952 December, FORD Thames 4D, platform, excellent tyres, nice condition.  
1949 BEDFORD 5-ton, very sound condition, drop-side body.

**IVEL WORKS.**

**BIGGLESWADE.** Phone 2265. 805-306

**HENDY FOR FORD.**

EARLY OR IMMEDIATE DELIVERY ON ALL THAMES MODELS.

- 1957 FORD 10-cwt. van, £255.  
1956 4D 41-yd. tipper, £600.  
1952 BEDFORD 7-ton, Baico extension, £200.  
1952 Thames 4D tipper, choice of two, £335.  
SELECTION of light vans.

**PERCY HENDY, L.TD.**  
VINCENTS WALK, SOUTHAMPTON.  
Phone, Southampton 28331.  
ALSO AT CHANDLERS FORD. PHONE 2271. 805-308

- 1953 BEDFORD S-type 7-ton short-wheelbase tipper, twin-ram underfloor gear, steel body, £295.  
1954 BEDFORD A-model 5-ton short-wheelbase petrol-engine tipper.  
1950 BEDFORD 5-ton short-wheelbase tipper.

1949 MAUDSLAY 20-ft. drop-sided truck, 7.7 engine.

1953 BEDFORD 5-ton long-wheelbase drop-side truck, in excellent condition, £245.

1947 SCAMMELL 8-wheeled 24-ft. platform truck, 6LW engine, good 36 by 8 tyres, £400.

1952 DODGE 5-ton short-wheelbase tipper, 2-speed axle, excellent condition, £275.

1954 FORD 10-cwt. pick-up, £155.

B.M.C. diesel 5-ton long-wheelbase double-drop-side tipper, good condition, £625.

1947 MAUDSLAY 18-ft. drop-side truck, 7.7 engine.

1952 DODGE 5-ton short-wheelbase tipper, 2-speed axle, £275.

DODGE diesel 5-ton short-wheelbase tipper, Perkins P6 engine, 2-speed axle, very clean.

1953 Perkins P6 engine, 2-speed axle, very clean.

1950 VULCAN diesel articulated truck, Perkins P6 engine, £300.

**T. J. RICHARDSON AND SONS, LTD.,** 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Oldbury 1840. 805-131

1954 Long-wheelbase MORRIS - COMMERCIAL 5-tonner, diesel with overdrive, drop-side body, £550.

1956 COMMERC TSJ, 18-in. high-side body, £950.

**READING GARAGE CO. LTD.,** Commercial Vehicle Specialists, Cork St., Reading. Phone 55755. 806-7369

**WEYBRIDGE AUTOMOBILES, L.TD.**

QUEEN'S ROAD, WEYBRIDGE.  
Weybridge 2233.

- 1957 BEDFORD 10-12-cwt. van, blue, good tyres all round, 36,000 miles heater, good condition throughout, £150.  
1951 BEDFORD 30-cwt. van, blue, 3-way loader, good condition, £125.  
1947 AUSTIN 2-ton drop-side truck, condition very good, bodywork sound, engine very good mechanically, £80.  
1956 AUSTIN A152, Omnivan one owner, good mechanical order, painted blue and white, £375. 805-370





Used Goods Vehicles (contd.)

**CHASESIDE MOTOR CO., LTD.,**  
GREAT CAMBRIDGE ROAD,  
ENFIELD, MIDDLESEX.  
FORD MAIN DEALERS.  
Phone, Enfield 3456.

1950 Thames ET6 long-wheelbase 3-ton, £70.  
TWO 1949-50 COMMER F.C. horse boxes, £350.

1952 Thames P6 articulator with 6-ton semi-low  
loading trailer, Tasker coupling, £395.  
1955 ET6 Anthony hoist petrol tipper, fair  
condition, £95.  
1957 3-ton short-wheelbase Trader 4D, excellent  
condition, £650.  
1951 BEDFORD 3-ton short-wheelbase truck, £120.  
805-321

**THE NIGHTINGALE ENGINEERING CO., LTD.**

NEW ATKINSON 8-wheelers, LX and LW engines,  
tractor units, immediate delivery.  
1950 DENNIS Max platform, very clean condition.  
1950 ATKINSON M1586 chassis-cab, double drive,  
in very good condition.  
1951 E.R.F. twin steer, good condition.  
1953 LEYLAND Comet, fitted with flat-platform  
body, clean vehicle.  
1955 7-ton BEDFORD, fitted with 4LW Gardner  
engine.  
WESTERN LANE, London, S.W.12. Battersea 2193.  
805-272

**PERCY D. SLEEMAN, LTD.,**  
LONDON COMMERCIAL DEALERS.

NEW COMMER 12-ton articulated unit, 25-ft. 12-ton  
semi-trailer with special A licence.  
NEW COMMER Unipower 6-wheeler chassis-cab, air  
brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform.  
NEW COMMER 7-ton 13-ft. 6-in. wheelbase chassis-  
cab, air brakes, 9.00 by 20 tyres, 5-speed gearbox.  
1957 DODGE R6 Mk. II, 19-ft. body with 3-ft.  
drop side.  
1957 BEDFORD diesel 5-ton short-wheelbase  
tipper, splendid condition.  
1951 DENNIS Horia tractor unit, P6 diesel, 2-speed  
axle and Scammell 23-ft. 10-ton trailer.  
1950 ALBION Clydesdale 6-wheel diesel platform  
truck.  
1956 THORNycroft Trident, 5LW Gardner, 20-ft.  
platform with special A licence.  
1939 FODEN twin-steer, 5LW Gardner, 20-ft.  
platform.

**38 UXBRIDGE ROAD,**  
EALING, W.5.  
**PHONE EALING 7987.**

After hours, Western 1321. 805-259

1956 6-ton DODGE diesel long-wheelbase drop-side  
truck, on 9.00 by 20, tip-top condition, £750.  
1953 FORD 5-cwt. van with windows, £125.  
1950 LAND ROVER, £125.  
1956 BEDFORD CA pick-up, one owner, resprayed,  
£325.  
BEDFORD-SCAMMELL tractor, P6, £150.

ALBION CXI, 4-cylinder Gardner, 9-yd. tipper, £300.  
CHAMBERS ENGINEERING, Main St., Weston  
Turville, Aylesbury, Bucks. Stoke Mandeville 2282.  
805-472

SPURLING MOTORS (CHISWICK), LTD., Spurling  
Corner, W.4. Phone, Chiswick 6741 (five lines).  
1955 AUSTIN A40 van with windows.  
1951 BEDFORD-SCAMMELL tractor. 805-473

1940 CX5 ALBION 6-wheeler double-drive, 24-ft.  
platform, immaculate condition, ready for work.  
1956 AUSTIN B.M.C., 7-ton, Eaton 2-speed 18-ft.  
by 6 ft. double-drop-side, 900 by 20 tyres,  
ready for work.  
1956 AUSTIN B.M.C. 7-ton, 18 ft. by 6 ft., double-  
drop-side, Eaton 2-speed 900 by 20 tyres, ready  
for work.

P. AND M. KAYE, LTD., Hare Works, Hare Row,  
E.2. Phone, Sho 9211. 805-362

1957 BEDFORD 10-12-cwt. van, 9,000 miles only,  
one owner, blue, very clean, £400.  
1951 BEDFORD 5-ton platform truck £120.

H. TAYLOR AND CO., LTD., offer—  
February, AUSTIN A40 van, blue, good tyres,  
£341.  
1956 COMMER Cob, blue-red, one owner, wing  
mirror, £376.  
1957 MORRIS 1-ton van, grey, extra passenger seat,  
£296.  
1955 November, MORRIS J-type van, good order,  
two extra seats, £252.  
1954 COMMER Cob, blue, £326.

1-2 THE CRESCENT, Surbiton. Elmbridge 0081.  
805-451

1950 COMMER, P6 engine, all tyres good, £250.  
1939 E.R.F., rebuilt in 1954, £225.

THESE lorries have just come off contract and can be  
seen any time. H.P. terms can be arranged.  
Titterton Transport (London), Ltd., 304 Silwood St.  
S.E.16. Bermondsey 2735. 805-399

848

Used Goods Vehicles (contd.)

**A. E. CONNORTON, LTD.**

SCAMMELL 24-ft. double-drop-sided trailer, fitted with  
14.00 by 16 tyres, condition as new, £300.  
1953 BEDFORD 5-ton van, fitted with twin roller  
shutter sides, Duramin body, £335.  
1954 BEDFORD 5-ton van, fitted with twin roller  
shutter sides, Duramin body, £350.  
1953 BEDFORD 25-cwt. vans, C licence, choice of  
seven, £250 each.  
1957 BEDFORD 5-type long-wheelbase truck, fitted  
Perkins engine, £650.  
1955 BEDFORD 5-type Scammell unit, R6 engine,  
£425.  
1956 BEDFORD A-type, fitted with Perkins P6,  
Luton body, 1,400 c.c.  
HIRE-PURCHASE arranged.

CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962.  
Pollards 2421. 805-291

1955 AUSTIN B.M.C. diesel 3-tonner, power tipper,  
£365.  
DENNIS Stork 1954 diesel, 13-ft. 6-in. body, as new,  
Walkers Filling Station, Ecclefield, near Sheffield.  
Phone, Ecclefield 3667. 805-305

**CAPITAL MOTOR CO., LTD.**

1954 MORRIS 5-cwt. van, blue, clean condition,  
£275.  
1955 Vanguard estate, in good mechanical condition,  
£225.  
1955 Thames 4D truck, £450.  
REMINGTON ST., City Rd., N.1. (Near Angel)  
Clerkenwell 7456. 805-317

Unclassified Wanted

W. JONES (MANCHESTER), LTD., 5, Marsden  
Court, Manchester, 4, Blackfriars 6037.  
WANTED commercial vehicles, all classes, 20 short-  
wheelbase tippers and 20 long-wheelbase tippers,  
cash. Phone, Swinton 1855; after hours, Wigan 46049.  
805-904

WANTED, late model 4-, 6- and 8-wheelers, trucks and  
tippers.  
T. J. RICHARDSON AND SONS, LTD., 100 Dudley  
Rd., East, Oldbury, near Birmingham. Phone, Broad-  
well 1849. 805-149

WANTED, all types of commercial vehicles, cash  
waiting. E. Forshaw, Dover St., Wigan 3715; after  
hours, Wigan 2624, 3035. 805-347

WANTED, late-model Albion, Atkinson, E.R.F.,  
Foden, Seddon, etc., 4-, 6- and 8-wheelers, flats or  
tippers. Also petrol-engined vans, trucks and tippers.  
30-cwt., 7-ton Bedford preferred. Cash on sight. Distance  
no object.

O. T. JACKSON MOTORS, LTD., 855 New Wolver-  
hampton Rd., Langley, near Birmingham. Phone, 805-436  
Broadwell 2871.

WANTED to purchase very recently, four 8-wheelers,  
five 6-wheelers and four 4-wheelers, diesel-engined  
lorries; also several tippers; also six Albions, Seddons or  
similar diesel-engined flats and tippers; also Bedford  
30-cwt., 7-ton, 1940-57. Also damaged late-model lorries  
suitable for rebuilding.

**WILDE AND BENNETT, LTD.**

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3. 805-334  
AFTER HOURS 2356.

WANTED, 4-wheel-drive, Baylis, Timberham Works,  
Lowfield Heath, Crawley, Surrey. Horley 4536.  
805-402

WANTED, modern 4-, 6- and 8-wheel diesel-engined  
vehicles. Connorton, 328 Brixton Rd., S.W.9.  
Brixton 7962, Pollards 2421. 805-290

SPECIAL A-LICENCE VEHICLES

1947 LEYLAND 8-wheeler, North West licence,  
choice of two.  
1936 E.R.F. 6-wheeler, North West licence.

**THE PRIMROSE THIRD AXLE  
ENGINEERING CO., LTD.,**

PRIMROSE ENGINEERING WORKS,  
PRIMROSE ROAD, CLITHEROE.  
Phone, Clitheroe 784 (four lines). 805-73

METROPOLITAN special A licence (3 tons 15 cwt.)  
with Albion lorry for sale. Box CM054, care of  
"The Commercial Motor." 805-4

LEYLAND Octopus, October, 1958, complete with  
special A licence 7 tons 17 cwt., North West. Box  
CM0217, care of "The Commercial Motor." 805-7356

1947 LEYLAND Beaver, unladen weight 5 tons  
10 cwt., special A licence North Western Area,  
expires December, 1959. Box CM032, care of "The  
Commercial Motor." 805-162

OCTOBER, 1958, TS3, 11-ft. 9-in. wheelbase with Boys  
third axle conversion, 19-ft. drop-sided wooden tip-  
ping body with twin under-ear gear, 9.00 by 20 tyres, air  
brakes, 5-speed gearbox, taxed to December, complete  
with 6 ton 7 cwt. special A licence, expires October, 1959,  
this licence is based in West Midlands but original base  
was Newport, South Wales, price complete £4,000, apply  
to: Webb Transport, 495 High St., Tunstall, Stoke-on-  
Trent 87057. 806-1111

NEWPORT MOTOR SERVICES, East Usk Rd.,  
Newport, Mon. Phone 59441-2.  
SPECIAL A licences, vehicles, South Wales Area.  
SEDDON distributors for Monmouthshire. 805-427

Special A-licence Vehicles (contd.)

LORRY and special A licence, 3 tons, East Midlands  
area, price £995.  
WILDE AND BENNETT, LTD., Hadfield. Phone,  
Glossop 2902-3. After hours 2356. 805-339

1957 COMMERS, TS3, south-western area.  
1952 A.E.C. 8-wheeler, South Wales area.  
1954 ALBION 8-wheeler, South Wales area.

1955 6-7 ATKINSON 8-wheelers, South Wales area.  
1957 FODEN 8-wheeler, Scottish area.  
1952 FODEN articulated low-loader.

1957 B.M.C. articulated, Yorkshire area.  
1955 ATKINSON 8-wheeler, Eastern area.  
1947 FODEN 8-wheeler, East Midland area.

TERMS and exchanges.

WOODCOCK'S TRANSPORT (CHORLEY), LTD.,  
158 Cross Lane, Salford, 5. Phone, Pendleton 5333.  
805-186

SPECIAL A-licence vehicles areas for sale. Wheatley  
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**1949** BEDFORD Duple Vista 29-seater, blue interior, exterior grey-blue, certified 1962. Below.

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**1949** BEDFORD Duple Vista 29-seater, blue interior, exterior grey-blue, certified 1962. Below.

### Used Passenger Vehicles (contd.)

#### DENNIS

**DENNIS** Lancel II, 1953, modified high-compression engine fitted 12,000 miles ago, total mileage only 91,000, very modern, full front, very luxurious Gurney Nutting 30-seater and courier, 30 ft. by 8 ft., intercom., certified to 1963, perfect condition, £1,500. Gienion Tours, Ltd., New Cross Gate, London, S.E.14. 805-82

#### FODEN

**FODEN**, 1952 Foden full-front 37 Whitson, special body with roof lights, new Mk. II engine fitted 1958, excellent order throughout, £1,450. Regal Coaches, Lancaster Rd. Uxbridge 8617. 805-289

#### GUY

**1945** Double-deck all-metal low-bridge, 6LW Gardner, 4245. 805-405

**BAYLIS**, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 805-405

#### LEYLAND

**LEYLAND** PSI 33-37-seaters, Burlingham Duple and Bellhouse bodies, certificate of fitness up to 1962; choice of four, Phillipson, High St., Goldthorpe, Rotherham, Goldthorpe 3283. 805-25716

**1950** Comet 33 Strachan, heater, wireless, maroon and red, first-class condition, certificate of fitness April, 1960, £650. Thornton Heath 6422. 805-204

**1950** PSI Duple, unusual condition. Grosvenor Coaches, Enfield 1089. 805-432

#### MORRIS

**MORRIS** 1950, 22 armchair full-luxury seats, full-front Plaxton body, reconditioned engine, brakes, fittings, etc., 2-speed axle, certificate of fitness 1960, £525. B.T.D.S. Coaches, Bulwell, Nottingham, Phone 271151. 805-x6067

#### UNCLASSIFIED

#### FRANK COWLEY.

#### 200

#### BUSES AND COACHES

ACTUALLY IN STOCK.  
READY FOR IMMEDIATE SERVICE.

**1951** A.E.C. Mark IV underfloor-engined 39-seater full luxury coach, immaculate, certified 1961, £1,250.

**1946** 7-8 A.E.C. 34-seater buses, powered by 7.7 diesel engines, all in first-class condition throughout, very clean and excellent all-metal bodies, good batteries, etc., £295 each; choice of 20, certified.

**1948** 49 A.E.C. 34-seater buses, in really super condition, powered by 9.6 diesel engines, good batteries and ready to go to work, £340 each; choice of eight, certified.

**1949** BRISTOL 33-seater coaches powered by Gardner 5LW diesel engines and 5-speed gearboxes, these are genuine coaches with full vision and not rebuilt or re-engineered, a very lovely fleet of vehicles, £450 each.

**1947** LEYLAND genuine PSI 32-33-seater buses, powered by Leyland PSI engines, in 100% condition throughout, £375 each; choice of eight, certified.

**1950** LEYLAND genuine PS2 33-seater coaches, powered by Leyland 600 diesels, immaculate condition throughout, a very super fleet, £495 each; choice of 10.

**1948** 49 A.E.C. 56-seater double-deckers, powered by A.E.C. 9.6 diesels, all-metal bodies, air brakes, good batteries, ready to go to work immediately, £575 each, certified.

**1949** A.E.C. 33-seater coaches in immaculate condition, fitted with 9.6 engines and air brakes, £395 each, certified.

**1949** GUY 33-seater full-luxury coach, fitted Gardner 5LW engine, Plaxton body, in super condition, £295, certified.

**1949** DENNIS 35-seater coach, fitted Dennis Big 6 diesel, excellent throughout, £295, certified.

**1949** FODEN 35-seater coach, fitted with Gardner 6LW engine, certified and in first-class mechanical condition, £325.

**1947** FODEN 35-seater coaches, fitted with Gardner 6LW engine, in lovely order throughout, choice of three, certified 1961, £275 each.

**1950** DENNIS 35-seater coach, fitted with Dennis Big 6 engine, certified 1960, £295.

**A.E.C.** 1950 35-seater bodies; these machines look and run like new vehicles, £295 each; choice of 18, certified.

**LEYLAND** buses, powered by Leyland 8.6 diesels and fitted with 1950 35-seater bodies, all in first-class condition, carrying full guarantee, at £275 each; choice of 20.

**CROSSLEY** 33-seater coaches, powered by Crossley 8.6 diesels, all genuine 1949 machines with Burlingham bodies, £295 each; choice of 18, certified.

**LEYLAND** 56-seater double-deckers, powered by Leyland 12 diesels, all carry full guarantee, £275 each; choice of 23.

**LSO** 150 single- and double-deckers, all fitted with good batteries and ready to go to work, from £150 each.

#### FRANK COWLEY.

#### 3 BLACKFRIARS ROAD,

#### SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048. 805-142

### Used Passenger Vehicles (contd.)

#### S.M.T. SALES AND SERVICE CO. LTD.

177-205 FINNIESTON STREET,  
GLASGOW, C.3.

#### NEW COACHES.

#### IMMEDIATE DELIVERY FROM STOCK.

New Bedford Burlingham 41-seater, diesel, exterior cream and blue, seats in red patterned moquette.  
New Bedford Duple Vista 29-seater, exterior in silver and blue, seats in red patterned moquette.

#### USED COACHES.

#### BEDFORD.

**1955** Bedford Plaxton 41-seater full luxury coach, cream and blue.

**1956** Bedford Duple 41-seaters, choice of two tip-top luxury coaches, one in ivory and blue, the other in grey and blue.

**1956** and **1955** Bedford Plaxton 37- and 36-seater coaches, radio, speaker, Formica side casings, choice of two outstanding full luxury coaches.

**1954** Bedford Duple 36-seater coach, R.6 engine, exterior in two shades of blue.

**1955** Bedford Duple 36-seater coach, red and cream.

**1953** Bedford Duple 35-seater full luxury coach, exterior maroon and cream.

**1951** Bedford Plaxton 34-seater full luxury coach. This machine was rescaled and the inside converted to 1957 specification by Messrs. Plaxtons of Scarborough, resulting in a completely up-to-date full luxury coach offered at reasonable price.

**1951** and **1952** Bedford Duple 33-seater coaches, choice of four splendid examples of this most popular model.

**1950** Bedford Duple Vista 29-seater full luxury coach, exterior in cream with red wings and wheels.

#### ALBION.

**1955** Albion Duple 35-seater full luxury coach, exterior red and cream.

**1955** Albion Strachan 37-seater coach, exterior in red, seating trimmed in dark red patterned moquette, splendid vehicle.

**1953** Albion Duple full-fronted 33-seater full luxury coach, exterior red and cream with seating in red moquette, certificate of fitness 1964.

#### A.E.C.

**1953** A.E.C. Gurney Nutting 41-seater full luxury coach, certificate of fitness February, 1963, exterior blue and cream.

**1953** A.E.C. Whitson 41-seater coach, exterior black and ivory, seating in leopard skin patterned moquette, certificate of fitness 1963, excellent value.

#### DAIMLER.

**1952** Daimler Burlingham 39-seater coach, exterior red and cream, seating in red moquette, certificate of fitness October, 1962, very sound in all respects.

**1949** Daimler Burlingham 33-seater coach, exterior two shades of blue, general condition outstanding for this type of vehicle. Bargain.

#### LEYLAND.

Choice of two 1949 Leyland Comet Plaxton 33-seaters, one in black and white and the other blue and cream, both extremely reasonable in price.

**1947** Leyland P.S.I. Duple 33-seater coach with full-front conversion, exterior cream with fawn patterned moquette, very fresh coach.

Large selection of Daimler, A.E.C. and Foden half-cab 33-seaters at very reasonable prices, suitable for public works contractors and workers' buses.

H.P. FACILITIES. PART-EXCHANGES WELCOMED.

Phone, Douglas 2940.

Phone, Douglas 2940.

805-166

#### SAVILLE MOTOR SALES, LTD.

#### MAIN VAUXHALL AND BEDFORD DEALERS,

#### HARVESTER HOUSE,

#### STRATFORD-ON-AVON.

Phone 3681 (10 lines).

**41-SEATER BEDFORD** Super Vega, petrol, new, unused, only one left, immediate delivery ex-stock, finished in grey and crimson.

**1955** (Model) BEDFORD Duple 36-seater coach, radio, heater, petrol engine, finished in red and cream, certificate of fitness October, 1959.

**1953** BEDFORD Burlingham 36-seater coach, radio, heater, petrol engine, finished in blue and red, certificate of fitness April, 1963.

**1951** BEDFORD Metalcraft 33-seater coach, heater, petrol engine, finished in green.

**1949** BEDFORD Duple 29-seater coach, heater, petrol engine (4-cyl. of two), certificate of fitness.

**1949** MAUDSLAY Whitson 33-seater coach, heater, diesel engine, finished in black and white, certificate of fitness June, 1959.

**MONMOUTHSHIRE** depot.

**1948** DAIMLER Duple 33-seater coach, heater, diesel engine, finished in cream, certificate of fitness August, 1960.

**1949** A.E.C. Burlingham 33-seater coach, heater, diesel engine, finished in blue, certificate of fitness July, 1959.

PART-EXCHANGES. HIRE-PURCHASE FACILITIES.

#### REDBROOK, MONMOUTH

PHONE 336 AND 7.

805-107

851

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, L.TD.

**1956** BEDFORD, Burlingham Seagull 41-seater full-luxury body, fitted with radio, speech amplifier, heater and many other extras, in excellent condition throughout, certificate of fitness 1961.

**1956** BEDFORD Super Vega 41-seater, full-luxury Duple body, fitted with heater, Formica side panels, Perspex quarters, in good clean condition throughout, certificate of fitness 1961; choice of two.

**1956** Duple body, fitted with Eaton 2-speed axle, public address system, in excellent condition throughout, certificate of fitness 1961.

**1955** COMMER TS3, 41-seater, full-luxury Duple body, fitted with heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1960; choice of two.

**1955** BEDFORD Yeates Riviera 36-seater full-luxury body, fitted with heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1960.

**1954** BEDFORD Burlingham Seagull 36-seater full-luxury body, good clean condition throughout, certificate of fitness 1959.

**1954** BEDFORD Vega 38-seater, full-luxury Duple body, fitted with heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1959.

**1953** A.E.C. Mk. III 37-seater, full-luxury Plaxton body, fitted with heater and many other extras, in excellent condition throughout, certificate of fitness 1963.

**1953** BEDFORD Super Vega, 37-seater, full-luxury Duple body, fitted with radio, heater, in good clean condition throughout, certificate of fitness 1963.

**1952** BEDFORD Countryman, 25-seater full-luxury Duple body, in good clean condition throughout, certificate of fitness 1962.

**1952** BEDFORD Vega 33-seater full-luxury Duple body, fitted with heater, good tyres, in good clean condition throughout, certificate of fitness 1962.

**1951** BEDFORD Vista, fitted with a Perkins P6 oil engine, full-luxury Duple body, 29 high-backed seats, in good clean condition throughout, certificate of fitness 1961.

**1951** BEDFORD Vega 33-seater full-luxury Duple body, fitted with heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1961.

**1951** COMMER Avenger 33-seater full-luxury Heaver body, fitted with heater, in good clean condition throughout, certificate of fitness 1960.

**1950** SENTINEL Service Bus, 40-seater, Dunlopillo seats, trimmed in moquette, under the floor diesel engine, from sliding door, in good clean condition throughout, certificate of fitness November, 1961.

**1950** BEDFORD 29-seater full-luxury Duple body, Perspex quarters, radio and heater, in excellent condition, certificate of fitness 1960; choice of five.

**WE** also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE.

BARNARD AND BARNARD, L.TD.

PLEASE NOTE THAT OUR TELEPHONE NUMBER HAS NOW BEEN CHANGED TO  
**SYDENHAM 2224-5-6.**  
310-326 SYDENHAM ROAD,  
LONDON, S.E.26.  
After 5 p.m. and 12.30 Saturday, phone Biggin Hill 330.  
805-254

BIRD'S COMMERCIAL MOTORS, L.TD.

BIRMINGHAM ROAD,  
STRATFORD ON AVON.

PHONE 3222-3-4 OR 2136.

GRAMS, "QUICKSALE."

USED PASSENGER VEHICLES.

**TWO** 1957 A.E.C. Reliance 41-seater Duple Britannia luxury coaches.

**ONE** 1957 LEYLAND Tiger Cub 41-seater Duple Britannia luxury coach.

**ONE** new YATES Europa 41-seater luxury coach.

**ALL** the above coaches have been owned by one private coach firm from new and have only been used on luxury work.

**FIVE** late-type A.E.C. double-deck buses, fitted with A.E.C. 9.0-litre diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating throughout, metal bodies, 9.00 by 20 tyre equipment.

**THREE** LEYLAND 1953 double-deck buses, fitted with 0800 Leyland diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating throughout, metal bodies, 9.00 by 20 tyre equipment.

**CURRENT** certificate of fitness on every vehicle listed above.

ANY VEHICLE TAKEN IN PART-EXCHANGE.

FURTHER PARTICULARS

AND

PRICES ON APPLICATION.

805-100

**1951** LEYLAND PS2, full-fronted, good condition 35-seater, certificate of fitness 1961.

**1950**, June, TILLING-STEVENS luxury coach, 33-seater, certificate of fitness May, 1960, £375.

ORMSKIRK MOTORS, L.TD.

MAIN VAUXHALL AND BEDFORD DEALERS,  
COUNTRY ROAD, ORMSKIRK.

Phone, Ormskirk 2551-2  
After 8, Anfield 6001.

805-15

Used Passenger Vehicles (contd.)

CHARLES COPPOCK, L.TD.

SERVICE BUSES.

THE GARAGE,

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

"SALE TIME AT SALE."

**1949** BEDFORD coach, 29 seats, large luxury seats, in red moquette and grey leather, very good tyres, special bargain, £140.

**1961** Certificate of fitness, BEDFORD Duple Vista, registered 1947, recently renovated, 29 seats trimmed in an attractive blue moquette, this vehicle is in very clean condition throughout, price £275.

**1949** GUY Arab 5LW, 35 seats, Burlingham bus body, a good bus at £150.

**FULL-FRONTED AUSTIN**, certificate of fitness September, 1961, 31 seats, coachwork by Mann Egerton, replacement engine fitted recently, Eater bargain at £350.

**£120** To £200, BRISTOL buses, 35 seats, L-type chassis, Gardner SLW engines, 5-speed gearboxes, several rebodied, 1949, coachwork E.C.W., these vehicles have been well maintained and are of smart appearance, choice of 20.

LOW-BRIDGE DOUBLE-DECKERS

NOW AVAILABLE WITH CERTIFICATES OF FITNESS.

**£450** Each, 1946 LEYLAND PDI, 7.4-litre oil engines, Leyland all-metal coachwork, two only.

**£275** To £325, 1946 A.E.C. Regents, 7.7-litre oil engines, coachwork by E.C.W., choice of 11.

THREE ATTRACTIVE LUXURY COACHES.

CERTIFIED LATE 1961 and 1962.

**£475.** 1948 A.E.C. Mark III, 9.6-litre engine, crash gearbox, Duple coachwork, 33 luxury seats in blue figured moquette, exterior colours ivory and red, this vehicle is in really beautiful condition.

**£350** Each, 1949 MUDSLAY A.E.C. 7.7-litre oil engine, full luxury seating 33, coachwork by Duple, ivory and red, these two vehicles are in lovely condition.

BEDFORD DUPLÉ VISTAS.

**1950** BEDFORD Vista, 29 high-backed luxury seats, Formica side panels, upholstered in green and red figured moquette, headrests in green leather, exterior colours cream and green, a very nice coach at the right price, £425.

**WE** have a nice selection of oil engines, can be tested in chassis: Gardner 6LW, Gardner 5LW; A.E.C. 7.7-litre; Leyland PDI 7.4-litre; Leyland 8.0-litre.

**A** Large quantity of second-hand, serviceable engine and chassis parts in stock for most makes of chassis.

PHONE, SALE 5633

GRAMS, "BUSUNITS." 805-425

THURGOODS OF WARE.

**1952** A.E.C. Mk. IV preselector 41-seater luxury coach fitted heaters, luxury seating, red and cream, certificate of fitness 26.2.61, £1,975.

**1951** BEDFORD Vega 33-35-seater, high-backed tubular seats, Formica sides, certificate of fitness 1961, choice of two, £1,150 and £1,175.

**1951** FODEN (37), 4-stroke oil engine, blue and cream excellent condition, certificate of fitness 22.8.60, £1,175.

**1950** COMMER Avenger (33) Plaxton luxury coach, glass roof, quarters and rear dome, red chair seats, exterior cream and green, one owner, certificate of fitness 1960, £850, another, £675.

**1950** DENNIS full-fronted Duple (35) coach, high-back seats, blue inside and out, heater, good condition, certificate of fitness to 1960, £1,050.

**1950** A.E.C. 37-seater full-front Plaxton, very clean inside and out, latest tinted Perspex roof vents in permanent roof, heater, clock, mirrors, good tyres, crash box, 9.6 engine, beautiful condition, certificate of fitness 1960, £1,325.

**1950** BEDFORD Vistas (29), red high-back seats, Formica sides, exterior cream and green, choice of two from £675.

**20-SEATER** BEDFORD Vista, reclining armchair seats, 1949, heater, green and cream, good order, recertified 1963, £575.

**1948** 47-46 BEDFORD Vistas (29), from £325; buses recertified 1962, £1,210.

**BEDFORD** driver-operated door gears for Vista, only £12 15s. per set.

**ETS** of Vista seats, retinted new blue moquette and S Vynde (29), one-day exchange service, £76 10s.

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AFTER HOURS 896. 805-175

NORTHS (P.V.) LEEDS.

OFFER—

**A.E.C.** Mk. III 1948, Roe bodies, 56-59-seaters, 9.6 engine, very clean, certificates of fitness, £550 each.

**LEYLAND PDIs**, 1947, 56-seaters, Roe bodies, certificates of fitness, exceptional value, £450 each.

**LEYLAND PSI** 1947 35-seater service buses, rebodied 1952, certificate of fitness, £350 each.

**DAIMLER**, 7.7 engine, 56-seater Roe double-deck bodies, certificates of fitness, exceptional condition, £130 each.

**ALBIONS**, 1947, 35-seater single-deckers, rebodied 1952, certificates of fitness, £165 each.

**ALBION**, 1947, 56-seater, all-metal double-decker body, certificate of fitness, £275.

**POST-WAR** Dennises, A.E.C., Bristol, from £100 each.

PART-EXCHANGE. Terms if required.

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PONTEFRAC ROAD,  
LEEDS, 10.

Phone, Rothwell 3157; Leeds 76809. 805-20

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THE MILLBURN ORGANIZATION.

PRESTON: Longton 3255.

GLASGOW: Bel 0073.

CARLISLE 25422.

PASSENGER VEHICLE SPECIALISTS.

**1955** BEDFORD Duple 36-seater luxury coach.

**1950**, July, COMMER Avenger 34-seater full-luxury coach, radio and heater, certificate of fitness June, 1959.

**1950** BEDFORD Vista 29-seater Duple.

**1950** COMMER Avenger 32-seater coach, good order.

**1949** Duple luxury-seating coach bodies for 174, 6-in. wheelbase, bodies only.

**1949**, September, LEYLAND PSI Burlingham 33-seater luxury.

**1947** LEYLAND PDI chassis, 7.4-litre diesel engine, fitted Brush 33-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.

**1947** A.E.C. 7.7 Duple 35-seater bus, very fine order.

**1947** LEYLAND PDI Roe 51-seater double-deck bus, certificate of fitness 1961.

**1947**, November, LEYLAND PSI Plaxton or Burlingham 33-seaters, certificate of fitness 1960-63.

**1947** LEYLAND PDI Roe 51-seater double-deck.

**1946** LEYLAND PSI service buses, 32-seater Roe bodies, certified to 1959; choice of four.

**OVER 100** high- and low-bridge-type double-deck buses, from £100 each; also a number of Leyland 36-seater buses; Dennis 32-seater buses with 5LW power units, suitable for contract or public works contractors, price from £175 each.

FOR EXPORT OR DISMANTLING ONLY.

**A** Number of LEYLAND TS8 chassis with 7.4 diesel power units and fitted with 1949 Duple high-back seating coachwork.

MILLBURN MOTORS (PRESTON), L.TD.

WALMER BRIDGE, LONGTON, PRESTON.

Phone, Longton, Lancs, 3255-6. 805-246

DON EVERALL, L.TD.

34 CLEVELAND ROAD,  
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

**NEW** BEDFORD Duple 41-seater coaches, petrol and diesel, available for early delivery.

**1955** COMMER TS3 41-seater Plaxton coach, heaters, etc., ex our own fleet and in first-class condition, £2,650.

**1954** BEDFORD petrol 36-seater Duple Super Vega coach, glass roof quarters, heaters, Formica panels, etc., certified 1964, £2,000.

**1954** BEDFORD R6 diesel 36-seater Burlingham coach, £2,000.

**1953** BEDFORD petrol 36-seater Burlingham Seagull coach, certified 1962, £1,725.

**1952** FODEN, Gardner 6LW, fitted 41-seater Whitson coach, certified 1961, £1,450.

**1952** DAIMLER Freeline, fitted 43-seater Metalcraft full luxury coach body, certified 1962, £1,850.

**1951**, August, BEDFORD Duple 34-seater Plaxton coach, certified 1961, £1,350.

**1951** LEYLAND Royal Tiger 40-seater Beccles coach, certified 1961, £1,600.

**1951** A.E.C. Mk. IV 39-seater Burlingham coach, certified 1961, £2,000.

**1950** COMMER Avenger petrol 33-seater All-weather coach, certified 1960, £700.

**1950** LEYLAND Comet 33-seater Plaxton coach, certified 1960, £750.

**1946** A.E.C. 7.7, fitted 1952 37-seater Burlingham Seagull coach body, certified 1962, £1,200.

**50** Coaches and buses always in stock.

**SEND** for list giving full particulars, prices, etc.

HIRE.

**33-SEATER** half-cab diesel coaches for hire on monthly terms.

PHONE, WOLVERHAMPTON 33212.

NIGHTS AND WEEK-ENDS, 32347 and 22293.

DON EVERALL, L.TD.

805-154

ALEXANDER AND TATHAM, L.TD.

**A.E.C. CHOICE OF 46 VEHICLES**  
IN STOCK FROM £285. **A.E.C.**

**1948** LEYLAND PSI 34-seater saloons, Brush all-metal bodies, in excellent condition, certificates of fitness 1960-62, priced from £450.

**1949** ALBION CX9 diesel 33-seater coach, very good mechanical and body condition, certified, £275.

**1948** LEYLAND PSI 34-seater saloons, Met-Cam body condition, certificate of fitness till the end of 1961, choice of 15, price from £350.

**1947** GUY 32-33-seater coaches, 5LW engines, certified 1960, choice of five from £275.

**1946** 1943 GUY low-bridge double-decker 54-seater, 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

**B** certified, price £200.

HIRE-PURCHASE FACILITIES. PART-EXCHANGES.

ALEXANDER AND TATHAM, L.TD.

BRIMINGTON OLD STATION,  
NEAR CHESTERFIELD.

Phone, Chesterfield 5704. 805-303

Used Passenger Vehicles (contd.)

ARLINGTON

LONDON'S COMMERCIAL

HIGH ROAD, F...

EARLY delivery

coaches, finished

NEW BEDFORD

Plaxton 41-se

in instructions

NEW BEDFORD

Harrington 4

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NEW BEDFORD

41-seater, full

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NEW A.E.C.

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NEW BEDFORD

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1957 BEDFORD

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BEDFORD

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LEYLAND

35 seats

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## Used Passenger Vehicles (contd.)

**ARLINGTON MOTOR CO. LTD.**

LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:—  
HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX.  
HOWARD 1266, PBX.

EARLY delivery of new BEDFORD petrol-engine chassis, 1959 models, Duple 41-seater, Super Vega coaches, finished to instructions.  
NEW BEDFORD petrol-engine chassis, 1959 model, N Plaxton 41-seater coachwork, early delivery, finished to instructions.  
NEW BEDFORD petrol-engine chassis, 1959 model, N Harrington 41-seater coachwork, finished to instructions, delivery 1960.  
NEW BEDFORD SB3 (petrol), Burlingham Seagull 41-seater, full luxury coachwork, finished to instructions, mid-April, list price.  
NEW A.E.C. Reliance 41-43-seater, Duple Britannia coachwork, centre or front entrance, vacuum brakes, finished to instructions.  
1957 BEDFORD petrol, 41-seater Duple Super Vega, glass roof quarters, tubular racks, radio, microphone and heaters, upholstered in maroon, finished certificate of fitness 1964, choice of two.  
1955 LEYLAND Comet 90, mounted with 36-seater Duple Super Vega coachwork, lift-up roof, maroon moquette, finished maroon and cream certificate of fitness 1960.

1955 BEDFORD, mounted with 38-seater Duple Super Vega coachwork, blue moquette, finished light and dark blue certificate of fitness December, 1959.  
1953 BEDFORD 35-seater Duple Vega, upholstered in red moquette, finished in light and dark blue certificate of fitness 1962.  
1952-53 BEDFORD, petrol engine, mounted with 38-seater Duple 41-seater, 8-ft. wide coachwork, upholstered in red moquette, finished in light and dark blue certificate of fitness 1962.  
1952 BEDFORD, petrol, 33-seater Duple Vega coachwork, Formica side panels, upholstered in green moquette, 7 ft. 6 in. wide, finished maroon and cream, choice of six, certificate of fitness 1962, ex well-known fleet operator, in immaculate condition.

1952 BEDFORD, petrol, 33-seater Plaxton coachwork, upholstered in blue moquette, finished cream and blue, certificate of fitness 1962.  
1952 A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heater, fitted central entrance, autumn tint moquette, immaculate condition, certificate of fitness 1961-62; choice of four, one cream and green, three red and cream.  
1952 A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heater, fitted central entrance, autumn tint moquette, immaculate condition, certificate of fitness 1961-62; choice of four, one cream and green, three red and cream.

1948 DAIMLER CDV6, oil engine chassis, mounted with 35-seater full-luxury coachwork, upholstered in blue moquette, finished grey and red, certificate of fitness 1960, very clean condition; choice of two.  
1947 A.E.C. Resal, 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.  
CHOICE of several 1946-7-8 Bedford 27-29-seater Duple Vista coaches; Austin 29-33-seaters; Commer Commando and Avenger 33-35-seaters; certificates of fitness; cheap to clear.

PART-EXCHANGE AND HIRE-PURCHASE ARRANGED BY OUR DEPOTS AT:—  
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VIC 6033.  
**CARDIFF.**  
DUMBALLS ROAD, CARDIFF.  
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CORNARD ROAD, SUDBURY, SUFFOLK.  
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**LES GLEAVE, L.T.D.**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
Smallwood 225, 226.

NEW coaches available on Bedford, Commer, Ford, Albion and Leyland chassis, with bodies by Burlingham, Duple or Plaxton.  
BEDFORD Super Vega, petrol engine, body by Duple, 41 seats, red moquette; choice of three, first registered 1956, certificates of fitness 1962.  
LEYLAND Tiger Cub, underfloor engine, Eaton 2-speed 14-16, body by Burlingham (Seagull), front entrance, 41 seats, red moquette; choice of three, first registered 1956, certificates of fitness 1962.  
BEDFORD Super Vega, petrol engine, body by Duple, red moquette; choice of two, first registered 1956, certificate of fitness 1962, 28-seater, full luxury type, quarter lights.  
BEDFORD SB full-front, petrol engine, body by Brush, 33-seater, red cream, one only, first registered 1951, certificate of fitness 1960.  
BEDFORD OB full-front, petrol engine, body by Duple, 35 seats, red cream, one only, first registered 1952, certificate of fitness 1960.  
CROSSLEY half-cab, diesel engine, body Trans-United, 33 seats, green, grey moquette, one only, first registered 1948.  
BEDFORD Vista, petrol engine, body by Duple, 25 luxury-type seats, red moquette, one only, first registered 1947, certificate of fitness 1959.  
LEYLAND PS2 full-front, diesel engine, body by Santos, 35 seats, red moquette, first registered 1950.  
BEDFORD Vista, petrol engine, body by Duple, 29 seats, blue moquette, first registered 1947, new body 1950, certificate of fitness 1960.

1951 SENTINEL 40-seater service bus, 4-cylinder, certificate of fitness 1961.  
1952 BEDFORD Plaxton 33-seater, certificate of fitness 1962.  
WE are now taking orders for the coming season, Bedford, Commer, Ford, Leyland, A.E.C., etc., and can offer the new hire-purchase terms on new and second-hand machines.

**LES GLEAVE, L.T.D.**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
Smallwood 225, 226. 805-21

## Used Passenger Vehicles (contd.)

**STANLEY HUGHES AND CO. LTD.**

LODGE GARAGE,  
WHITEHALL ROAD WEST,  
GOMERSAL, NEAR LEEDS.  
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**BRITAIN'S LARGEST STOCKISTS**  
OF  
**PASSENGER VEHICLES.**

OFFER FOR IMMEDIATE DELIVERY.

A.E.C. 30 ft., 7.7 engine, fitted Plaxton Highway boot, two 512 heaters, Teleflex power-operated doors, seven years' certificate of fitness, painted to own colours, special price of £4,500 each; choice of two.

**NEW COACHES IN STOCK.**

BEDFORD petrol 41-seater Duple, red interior, fitted with K-type mouldings; choice of three.  
BEDFORD petrol 41-seater Burlingham, interior red and grey, in primer.  
BEDFORD diesel or petrol 41-seater Plaxton for delivery B after Easter.

**SECOND-HAND VEHICLES.**

1958 BEDFORD petrol fitted 41-seater Duple body, red interior, cream and grey.  
1957 ATKINSON underfloor, 43-seater Plaxton full-front luxury bodies, fitted automatic lubrication and many extras, 35,000 miles.  
1956 ATKINSON underfloor, 43-seater Plaxton full-front luxury bodies, fitted automatic lubrication and many extras, 57,000 miles; choice of three.  
1953 BEDFORD Vegas, 35-seaters, choice of two; cheap to clear.  
1953 BEDFORD Vegas in various colours and moquettes; choice of four.  
1952 BEDFORD Vegas, 33-seater; choice of three.

1952 CROSSLLEY 37-seater, Strachan body, first-class condition, £750.  
1952 FODEN 2-stroke 33- and 35-seaters, one owner from new; choice of two.  
1951 TILLING-STEVENS, 6LW (rescued) 35-seater, first-class condition; cheap to clear.  
1950 COMMER Avenger underfloor, carrying good certificate of fitness; choice of four.  
1950 COMMER Avenger, 33-seater, fitted Albion Chieftain engine, immaculate.  
1950 BEDFORD 29-seater Duple high-backed seats, just been certified.

50 A.E.C. full-front, fitted Burlingham, Plaxton, Bellhouse Hartwell bodies; choice of four.  
1949 50 GUY full-front and half-cabs.  
1947-48 LEYLAND PS1 half-cabs, good certificate of fitness; cheap to clear.  
1947-48 BEDFORD 29-seaters with good certificate of fitness; choice of four.  
1947 LEYLAND PS1 35-seater service bus.

CHOICE of four CROSSLLEY half-cabs, Burlingham and Plaxton bodies, just certified 3-3½ years; cheap to clear.  
GOOD selection of buses suitable for workmen's jobs.  
WE have spares for all types of second-hand passenger vehicles.

**HIRE PURCHASE. PART EXCHANGES.**  
NIGHT PHONE, MIRFIELD 3183, 2160.  
WALES: R. COWDELL, NEWPORT 59866. 805-414

**SILVER LINE MOTORS.**  
MOORLANDS,  
WELWYN GARDEN CITY,  
HERTS.  
Phone, W.G. 5494.

PLEASE  
**PHONE OR WRITE**  
FOR FULLER DETAILS.

IMMEDIATE delivery new BEDFORD SB3 (petrol), Plaxton 41-seater coachwork, heater, wheel discs and wired for radio, finished ivory, upholstered red moquette, list price.  
1956 A.E.C. Duple Britannia 41-seater, blue with blue interior, radio and heater, certificate of fitness 1961, immaculate condition, 42,000 miles.  
1956 BEDFORD Plaxton 41-seater, certificate of fitness 1961, cream and green, fitted heater, interior fawn plaid, immaculate.  
1955 BEDFORD Super Vega 41-seater, cream with autumn tint interior, fitted heater, good tyres, low mileage.  
1954 A.E.C. Reliant, certificate of fitness 1960, red and maroon, maroon interior, 100% condition.  
1954 A.E.C. Mk IV 41-seater, Roe bodywork, certificate of fitness 1960, red and maroon with maroon interior, extra-clean vehicle, in 100% mechanical condition.

1951 BEDFORD Vega, cream with maroon interior, certificate of fitness 1961, fitted heater, good condition throughout.  
1951 MAUDSLAY Mk. III 35-seater, certificate of fitness November, 1960, cream with blue, fitted heater, excellent condition.  
1950 DENNIS J1 Duple 35-seater, full-front coachwork cream and green, green interior.  
1950 DENNIS J3 Duple 33-seater, cream and green with green interior, certificate of fitness May, 1960, sound condition.

30-seater full-front BEDFORD Plaxton, certificate of fitness, new 1950.  
1949 CROSSLLEY 37-seater, certificate of fitness May, 1959, green with green interior, sound motor.  
1949 DENNIS J3 35-seater, Duple coachwork, certificate of fitness June, 1959, cream and green.  
1949 BEDFORD Vista 29-seater, cream with brown upholstery, good sound condition throughout.  
1949 FODEN 33-seater, certificate of fitness May, 1960, cream and blue with fawn interior.

1947 NEW unregistered BEDFORD Martin Walter P.S.V. 12-seater, crimson and almond two-tone with red interior, immediate delivery.  
PART-EXCHANGES welcomed, hire-purchase arranged. 805-446

## Used Passenger Vehicles (contd.)

**ANNUAL SEASON SALE.**  
**P.V.D., L.T.D. 250 F.C.S., L.T.D.**

**SELECTED BUSES AND COACHES**  
ACTUALLY IN STOCK AND AVAILABLE FOR IMMEDIATE INSPECTION AND TEST. SPECIAL H.P. TERMS.

**COACH BARGAINS**  
FOR  
**THE LITTLE MAN**

**SUPER GUY SUPER**  
**DOUBLE-DECKERS DOUBLE-DECKERS**  
6LW GARDNERS.

1948-49 GUYS 56-seater double-deckers, fitted 6LW Gardner engines, United Counties bodies, half-sliding windows, in excellent mechanical and body condition, certificate of fitness 1959-60, price £395-£425.  
1948-49 BRISTOL 56-seater high-bridge double-decker, fitted Metcam all-metal body, half-sliding windows, 5LW and 7.7 A.E.C. diesel engines, in excellent mechanical condition, certificate of fitness 1959-60, price £550.

1939 BRISTOL K-type 55-seater, low-bridge double-decker, choice of 12, with 1947-48 Eastern Coachworks bodies, resented this year, fitted 5LW Gardner engines, in super mechanical and body and paint condition, price £200-£250.

**30 COACH BARGAINS 30**  
OVER 30 A.E.C., Leyland, Dennis, Guy post-war luxury coaches, Burlingham, Duple, Harrington bodies, certificates of fitness 1960, to clear £295-£395 or near offer.

SPECIAL offer—choice of Leylands, TS-150, fitted 1950 Harrington full-luxury 33-seater bodies, immaculate, certificate of fitness 1960, price £395.  
OVER 100 high- and low-bridge double-deckers, 1948 bodies, 5LW Gardner 7.7 A.E.C., 8.6 Leyland engines, certificates of fitness to 1960, prices from £195, £250.

ENGINES, PSI, 7.4, A.E.C. 7.7, 8.6 Leylands, 5LW Gardner with A.E.C., Leyland, Bristol and Dennis bell housings, and gearboxes, prices from £60-£125.  
TRADE INQUIRIES INVITED.  
SPECIAL H.P. FACILITIES.  
PART EXCHANGES.

**P.V.D., L.T.D. F.C.S., L.T.D.**  
**F.C.S. WORKS.**  
LONDON ROAD,  
DUNCHURCH, RUGBY.

**PHONE, DUNCHURCH 262 AND 265.**  
ON THE A45. 805-458

**COACHES AND COMPONENTS, L.T.D.**  
469-475 HOLLOWAY ROAD, LONDON, N.7.

1959 New BEDFORD petrol-engined Duple 41-seater Super Vega, 8 ft. wide.  
1955 COMMER Contender Harrington, grand condition.  
1952 January, BEDFORD, 37-seater Gurney Nutting body, red upholstery, exterior maroon-cream, certificate of fitness to January, 1962.  
1950 BEDFORD 29-seater Vistas, certificates of fitness 1959-60; choice of two.

1950 MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duple, sliding roof, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.  
1950, July, GUY Vixen, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness to 1959.

1950, August, BEDFORD, 29-seater Vista body, red upholstery, exterior maroon-cream, certificate of fitness to August, 1960.  
1949, fawn moquette, exterior red-cream, certificate of fitness to May, 1959.  
1949, June, CROSSLLEY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.

1949, July, AUSTIN 29-seater Whitson, autumn tinge moquette, exterior blue-cream, high-back seats, radio, certificate of fitness May, 1959.  
1949 MAUDSLAY, 33-seater Gurney Nutting body, grey, floral moquette, exterior grey-green, certificate of fitness November, 1959.

1948 May, DENNIS Lancet III 33-seater Duple luxury, sliding roof, high-back seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness May, 1959. 805-463

A.E.C. Ambassador diesel, June 1, 1950, 33 seats, Duple body, S.H. speech amp., radio, certificate of fitness 1.6.60, excellent condition, £1,500.  
B.S.R. 29,000 since recondition, being recertified, £550.  
AUSTIN petrol, June 4, 1949, 29 seats, Whitson body, S.R. 8,000 since recondition, being recertified, £550.  
DENNIS diesel, May 8, 1947, 35 seats, rebodied by Duple 1951, S.H. speech and radio, 5-speed and overdrive, certificate of fitness 30.4.60, excellent condition, £900.

BEDFORD petrol, March 30, 1950, 29 seats, Duple body, certificate of fitness 26.3.60, £750.  
A.L. are of Wight operated coaches and in exceptional condition for their respective ages.

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CHURCH LITTEN, NEWPORT, I.W.  
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Used Passenger Vehicles (contd.)

**E. J. BAKER AND CO. (SERVICE), LTD.**  
COACH SHOWROOMS AND SERVICE STATION.  
TRADING ESTATE, FARNHAM, SURREY.  
PHONE, 8 A.M. TO 6 P.M., FARNHAM 4626-7.  
AFTER 6 P.M., FARNHAM 4481.

**1956** BEDFORD Duple, 41 seats, glass roof quarters, tubular rack, autumn tint interior, exterior, with red flares, certificate of fitness 1961, £2,800.  
**1955** Model, October, 1954, required, BEDFORD Vega 36-seater, green interior and exterior, heater, Formica sides, one owner, certificate of fitness, October, 1959, £2,375.  
**1954** BEDFORD Vega 38-seater, blue interior, heaters, one owner, £2,100.  
**1953** BEDFORD Duple 37-seaters, red interior, heaters, choice of two, certificate of fitness 1963, £1,850.  
**1952** BEDFORD 37-seater Gurney Nutting, autumn interior, heater, cream, maroon exterior, one owner, immaculate condition, certificate of fitness 1961, £1,600.  
**1952** COMMOR Avenger, Gurney Nutting 33 seats, red interior, cream-brown exterior, very clean, certificate of fitness 1962, £1,150.  
**1952** DENNIS Falcon, Burlingham 33-seater Seagull body, blue interior, Eaton 2-speed axle, certificate of fitness 1962, £1,250.  
**1951** BEDFORD Duple, 33 seats, choice of several, blue-red interiors, certificate of fitness 1961, from £1,150.  
**1950** June, BEDFORD Vista, 29 seats, glass roof quarters, blue interior, cream exterior, very clean, certificate of fitness November 1959, £795.  
**1949** BEDFORD Vista 29-seater, red interior, cream-maroon exterior, one owner, certificate of fitness September, 1959, £675.  
**1949** FODEN 6LW, Bellhouse Hartwell 33-seater body, green interior, certificate of fitness 1959, £450.  
**1949** MAUDSLAY, Duple 35-seater, high back, Formica sides, certificate of fitness September, 1959, £375.  
**1949** DAIMLER CVD6 fitted 33-seater body, certificate of fitness September, 1959, £350.  
**1949** December, LEYLAND Plaxton, 33 full-luxury seats, heater, good tyres, cream-red exterior, red interior, certificate of fitness December, 1959, £700.  
**1948** DENNIS Lancet (3), Duple, red interior, 33 high-back seats, certificate of fitness December, 1961, £375.  
**1947** BEDFORD Vista, 29 seats, green interior, maroon exterior, high-back seats, certificate of fitness November, 1961, £250.  
**1946** 7-8 MAUDSLAYS, A.E.C., fitted 33-35-seater bodies, choice of several good runners from £325.

WE ALWAYS HAVE A GOOD SELECTION OF VEHICLES SUITABLE FOR TRAVELLING SHOPS AND WORKMEN.  
WE INVITE YOUR INQUIRIES.  
HIGH-BACK CONVERSIONS, TRIMMING, PAINTING.  
ACCIDENT REPAIRS AND CLEANING SPEEDILY EXECUTED. 805-287

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BEDFORD MAIN DEALERS.  
NEW BEDFORD

**DUPLE, PLAXTON, HARRINGTON.**  
COMPARE OUR USED VEHICLE PRICES.  
FOR EARLY DELIVERY.

**1956** 41-seater BEDFORD Duple, red pattern interior, ivory exterior, fitted heaters, £2,750.  
**1956** 41-seater BEDFORD Duple, blue pattern interior, blue and ivory exterior, fitted heaters, £2,750.  
**1955** 38-seater BEDFORD Duple, floral pattern interior, maroon and ivory exterior, fitted heater, choice of two, £2,500.  
**1954** 36-seater BEDFORD Burlingham, red interior, maroon and silver exterior, fitted radio and heaters, choice of two, £2,000.  
**1953** 36-seater BEDFORD Yeates, blue exterior, fitted quarter roof lights, tubular racks, fitted heaters, £2,000.  
**1953** 35-seater BEDFORD Plaxton, blue pattern interior, blue exterior, fitted radio and heater, individual seats, £2,000.  
**1951** 2-33-35-seaters BEDFORD Duple and Plaxtons, choice of six, from £1,250.  
**1949** 29-seater BEDFORD Duple, red pattern interior, green exterior, £650.  
A Number of half-cabs are offered at exceptionally low prices.

ALL MACHINES ARE WORKS CHECKED AND ARE IN FIRST-CLASS CONDITION THROUGHOUT.  
**TERMS AND EXCHANGES.**  
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NIGHT PHONE, KIVINGTON 220; MANSFIELD 5395;  
DINNINGTON 577. 805-26

**HILLS**

**1953** BEDFORD Duple 37-seater, blue with blue moquette, certificate of fitness to 1963.  
**1950** COMMOR Avenger 33-seater luxury coach, cream and maroon with floral moquette, certificate of fitness to 1960.  
**1952** FODEN 6LW Gardner rear-engine 41-seater Whitson, grey-blue exterior, blue interior, certificate of fitness 30.9.61, first-class condition.

**HILLS GARAGES (MANCHESTER), LTD.**  
80-90 PORT STREET, MANCHESTER, 1.  
Central 4311. 805-168

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Used Passenger Vehicles (contd.)

**ASTON'S OF MARTON,**  
WARWICKSHIRE.  
(ON A423 ROAD)—SEVEN MILES FROM COVENTRY.  
Phone, Day, Marton 357.  
Evening, Braunston 254.

COACHES and buses available for immediate inspection and test.  
**1949** MAUDSLAY with heater and radio, 33-seater, certificate of fitness, very clean, choice of three, from £200.  
LEYLAND TS7s and TS8s, rebodied 1950 onwards by L leading makes certificates of fitness up to 1962, choice of 17, from £200.  
LEYLAND TD5s and TD7s, 1940 and 1942, high- and low-bridge, double-deck, certificates of fitness to 1961, choice of six, from £225.  
GUY Vixen, 1949, full-front, 27-seater, heater and radio, certificate of fitness to 1961, £265.  
BRISTOL 1940 35-seater service saloon, LSG, rebodied 1950, certificate of fitness 1960, choice of 10, £275.  
BRISTOL 1940 double-deckers, low-bridge, 53 seats, rebodied 1950, certificate of fitness 1960, choice of 11, from £215.  
COMPREHENSIVE stock of new and second-hand spares for Leyland, A.E.C., Bristol and Guy's available.  
ANY type of vehicle taken in part-exchange. Hire-purchase terms available. Please write or phone your inquiries. 805-123

**PERCY D. SLEMAN, LTD.**  
LONDON COMMOR DEALERS.

COMMOR Rootes diesel Burlingham 41-seater, finished to choice, 14-days' delivery.  
Reliance Duple and Burlingham 41-seaters.  
**1955** COMMOR TS3, Plaxton bodies, 39- and 41-seaters, certificates of fitness.  
**1955** BEDFORD 38-seater, Duple body, fitted heater, painted blue and maroon, immaculate, certificate of fitness 1960.  
**1954** BEDFORD 36-seater, upholstered in red, painted to choice, certificate of fitness 1959.  
**1953** BEDFORD 35-seater Yeates, trimmed in red, finished in cream and red.  
**1953** BEDFORD 37-seater, Duple body, painted blue and maroon, immaculate, certificate 1963.  
**1951** LEYLAND Royal Tiger, 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificate of fitness 1961.  
**1948** BEDFORD 29-seater Vista, from £250.  
**1946** DAIMLER 56-seater double-deck, 1950 body, good tyres, powered by A.E.C. 7.7 engine, current certificate of fitness.  
PART-EXCHANGES and hire-purchase terms to suit individual requirements.

**38 UXBRIDGE ROAD,**  
EALING, W.5.  
**PHONE, EALING 7987.**  
After hours, Western 1321. 805-258

**COMBERHILL GARAGES, LTD.**  
TINGS ROAD, WAKEFIELD.

**NEW BEDFORD** SBI diesel 41-seater Plaxton Consort Mk IV, heater, radio, ivory finish.  
**NEW BEDFORD** SBI, petrol, Duple Super Vega 41-seater, heater, radio, K-type mouldings.  
**NEW 1958** ATKINSON L544 (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.  
**NEW A.E.C.** Reliance (7.75-litre) 41-seater Plaxton Consort Mark IV, finish to detail.  
**LEYLAND** PS2-3 (9.8-litre) 35-seater Harrington full-front, radio, heater, certified 1960.  
**BEDFORD** (petrol) 37-seater Plaxton Ventura, heater, radio, certified 1963.  
**A.E.C.** Regal Mark IV, 9.6 underfloor, 37-seater Burlingham, reconditioned engine.  
**A.E.C.** Regal 6G underfloor, 41-seater Yeates, ivory-black, certified 1963.  
**LEYLAND** PSI (7.4-litre) 35-seater Burlingham full-front, heater, radio, ivory-black.  
**BEDFORD** Vista 29-seater Duple, cream-green, heater fitted, certified 1960.

**HIRE-PURCHASE FACILITIES.**  
**COMBERHILL GARAGES, LTD.**  
Phone, Wakefield 6051-5. 805-200

**VICTORIA COACHES, LTD.**

**1957** COMMOR TS3 41-seater Plaxton.  
**1956** COMMOR TS3 41-seater Duple.  
**1957** BEDFORD (petrol) 41-seater Plaxton, price £2,650.  
**1953** CROSSLEY 37-seater Churchill, price £1,000.

PHONE FOR APPOINTMENT TO VIEW.

**1159 LONDON ROAD,**  
LEIGH-ON-SEA.  
Phone 74456. 805-390

**1948** A.E.C. 7.7 Mark II, single cab, 35-seater, low mileage, used private hire only, can be re-certified.  
**1948** A.E.C. 7.7 Mark II chassis, fitted with 1951 Trans-Union body, full front, high-back seats, heaters, used private work only, low mileage, tight job, stand any inspection, part-exchange and hire-purchase, certificate of fitness 1963.  
**1945** GUY Arab DD 56-seater, new condition body, engine overhauled, tyres as new, batteries, can be re-certified, £265. Hire-purchase terms. Airdrie 3638. 805-438

Used Passenger Vehicles (contd.)

**MILLBURN MOTORS, LTD.**  
51-79 MILLBURN STREET,  
GLASGOW, N.1.  
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WE offer the following vehicles for immediate delivery, your opportunity to acquire a good vehicle at the keenest possible price.  
**DAIMLER** double-deck CVD6 56-seater with fitness 1961, £250.  
**1948** Northern County body, certificate of fitness November, 1961, £400.  
**1948** ALBION service bus, 35-seater, certificate of fitness 1961, £250.  
**1948** GUY coaches, two of, 5-cylinder Gardner engine, certificates of fitness June, 1963, each £300.  
**LEYLAND** Tiger Cub, model PSUC1/2, 1954, 41-seater luxury coach, new certificate of fitness, splendid tyres, whole appearance immaculate, £2,650.  
**LEYLAND** TDA, double-deck 53-seater, four of, with recent all-metal low-bridge bodies, leather upholstery, immaculate condition, certificates of fitness 1960 and £200.  
**LEYLAND** Albion, Guy and Daimler double-deck buses, some with recent bodies, all in good order, prices from £75-£100. 805-159

**SPECIAL OFFER.**

CHOICE of 20 1949-50 BEDFORD Duple Vista 29-seater luxury coaches, Formica sides, high-back seats, flashers, etc., ex property of Crossvilles, have been beautifully maintained, some with reconditioned engines, etc., have mostly been used on private hire from May to September, and have to be seen to be appreciated, room needed, going at knock-out prices, from £425.  
**£3,200** Only 1957 COMMOR, diesel, fitted Duple 41-seater super luxury body, many extras, superb condition throughout.

**FAVOURABLE HIRE-PURCHASE TERMS AVAILABLE.**

**WILDE AND BENNETT, LTD.**  
HADFIELD, MANCHESTER.  
Phone, Glossop 2902-3.  
AFTER HOURS, 2356. 805-333

**ERRINGTONS OF EVINGTON, LTD.**  
NEW BEDFORD PETROL SUPER VEGA 41-SEATERS.  
EARLY DELIVERY.

**1954** BEDFORD Yeates Riviera 36-seater coach quarter lights, tubular racks, Radiomobile and heaters, reconditioned by one owner.  
**1950** COMMOR Avenger, Churchill 34-seater body fitted heater, certified 1960, one owner, £850.  
**1950** A.E.C. 9.6 Burlingham full-fronted body, 33-seater, radio and heaters, certified 1960.  
**1949** CROSSLEY, Yeates 35-seater body, good condition, £780.  
**1949** MAUDSLAY (A.E.C. 7.7) Duple, 33-seater, fitted heaters, excellent condition certified 1962.

**PART-EXCHANGE, HIRE-PURCHASE, EVINGTON, LEICESTER.**  
PHONE 38102-3. 805-408

**J. W. FIELDSEND, LTD.**  
OFFER THE FOLLOWING USED COACHES:—

**NEW BEDFORD** petrol 41-seater Plaxton; immediate delivery.  
**1957-58** COMMOR TS3 41-seater Plaxton and Duple; choice of several.  
**1958** BEDFORD petrol 41-seater Plaxton, many extras, finished in maroon and cream, low mileage.  
**NEW KARRIER** 14-seater Plaxton full luxury, fitted heater and radio; delivery April.  
**1957** BEDFORD petrol 41-seater Plaxton.  
**1957** BEDFORD petrol 41-seater Duple.

**TERMS and exchanges, full list sent on request. Phone for appointment to view.**  
**160 CROSS LANE,**  
**SALFORD, 5.**  
Phone, Pendleton 5331. 805-392

**1956-57** BEDFORD 41 Super Vegas, from £2,650.  
**1950** LEYLAND PSI 35-seater Burlingham full-front, £1,850.  
**1954** BEDFORD Duple Super Vega 38-seater, low mileage, very well kept, £2,150.  
**1952** BEDFORD Super Vega 33-seater, quarter lights, magnificent condition, Formica sides.  
**1950** BEDFORD Duple 29-seater Vista, good tyres and excellent condition, high-back seats, Formica sides, £575.  
**1950** COMMOR 33-seater Strachans body, beautiful condition, £725.  
**1953** LEYLAND Royal Tiger 41-seater, air brakes, perfect condition, £2,300.  
**29** High-back luxury seats, blue, £45.

**CONWAY HUNT, LTD.,** Brox Rd., Ottershaw, Phone, Ottershaw 461. 805-470  
**1952** A.E.C. 9.6 37-seater £1,100.  
**1951** MAUDSLAY Plaxton 37-seater, £950.  
**ROYAL TIGER** 41-seater, £1,800, painted in primer, H.P. arranged. Mr. Ritson, Tottenham. 805-461

Used Passenger Vehicles (contd.)

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REET,

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for immediate delivery,

good vehicle at the

CVDE 56-seater with

certificate of fitness

seater, certificate of

5-cylinder Gardner

June, 1963, each

CI/2, 1954, 41-seater

ness, splendid tyres,

seater, four of, with

leather upholstery,

fitness 1960 and

Daimler double-deck

all in good order,

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Duple Vista 29-seater

h-back seats, flash,

ten beautifully main-

etc., have mostly

to September, and

om needed, going at

diesel, fitted Duple

body, many extras,

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EGA 41-SEATERS.

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a 36-seater coach

er, Radiomobile and

will 34-seater body

one owner, 2850,

full-fronted body,

rs, certified 1960,

er body, good con-

Duple 33-seater,

inter certified 1962.

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L.T.D.,

ING

Plaxton; immediate

Plaxton and Duple;

Plaxton, many

and cream, low

full luxury, fitted

Plaxton.

Duple.

on request, Phone

VE,

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from £2,650.

Burlingham full-

ra 38-seater, low

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## Used Passenger Vehicles (contd.)

### THE MOTOR DEPOT.

158 WALSGRAVE ROAD, COVENTRY.

Phone: day, 53732; night, 68503.

### AUSTIN AGENTS.

1952 BEDFORD Vega, 33-seater Duple bodies, choice

of MAUDSLAY, 35-seater f/f. Burlingham body.

1950 LEYLAND, 33-seater f/f. Burlingham body.

1950 BEDFORD Vista, 29-seater.

VARIED selection of other coaches available for

inspection.

PART-EXCHANGES. H.P. FACILITIES.

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### JACK DEACON.

DEACON'S GARAGE,

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Phone, Clifton Hampden 217.

OFFER the following vehicles, all of which are

certified:—

1950 31-seater SEDDON coach.

1950 35-seater 9.6, A.E.C. bus type.

TWO 1950 AUSTIN 29-seaters, £250 each.

TWO A.E.C., 1947, Duple luxury bodies, £250 each.

1949 A.E.C. double-decker buses, Metrocam.

805-364

1951 A.E.C. Duple Mark IV 41-tonner luxury coach,

heaters and radio, exterior grey and green, cer-

tificate of fitness October, 1961.

1951 COMMER Avenger-Churchill underfloor petrol

engine 34-seater luxury coach, heaters and radio,

exterior grey and green, certificate of fitness July, 1961.

1947 A.E.C. Duple Regal Mark III 9.6 diesel engine,

35-seater coach, heater type, exterior grey and

green, certificate of fitness August, 1961.

LONGLANDS COACHES, Broadway, Crowland, near

L Peterborough. Phone, Crowland 212.

805-7338

N. ANL & COACHES, LTD., 1a East St., Leicester.

Phone, 768.

1950 LEYLAND PS1-1, 35-seater Burlingham full-front,

certificate of fitness 1960.

BEDFORD Vega 37-seater Plaxton, certificate of

fitness 1962.

1953 BEDFORD Vega 37-seater Plaxton, certificate of

fitness 1963. Choice of four.

ALL blue and ivory exterior, red interior, fitted heaters,

demisters, etc. All in good condition and mechanical

repair, ready for coming season. Surplus only because of

replacement programme.

RENTON LUXURY COACHES offer:—

1949 Plaxton 33-seater full-fronted luxury coach,

FODEN 6LW, heater, completely recitulated

and just recertified, certificate of fitness until 1963.

Immaculate condition, must be seen, £695.

1951 Plaxton 39-seater full-fronted luxury coach,

8-ft. luxury 35-seater coach, LEYLAND PS1,

many extras including courier seat, demisters, heater,

Continental lights, Perspex front and rear domes, used

on extended tours, offered at only £495.

THE above vehicles are offered only due to shortage

of garaging, and we are the only owners since new.

Call for any trial or inspection at:—

522 Phone, Fallowfield 1438. Hollinwood, 805-7353

SERVICEABLE single- and double-deck buses for

contractors.

WE specialize in the supply of sound used vehicles

and invite your inquiries for A.E.C., Leyland,

Bristol and Guy vehicles.

HIRE-PURCHASE in approved cases, alternatively

short-term hire arrangements.

COLBRO LTD., Wood Lane, Rothwell Haigh, Leeds.

Phone, Rothwell 3258.

1952 3LW Gardner DAIMLER 36-seater service

bus, certificate of fitness 1962.

1950 AUSTIN coach, 29 seats.

1947 56-seater high-bridge decker.

ANY vehicle considered for part-exchange.

TIGER COACHES, Dewshill Garage, Salsburgh. Phone,

Salsburgh 242.

FAULKNERS (TRANSPORT), LTD., Fareham, Hants.

Phone, Fareham 4234-5.

DOUBLE-DECKERS, high and low bridge.

LEYLANDS Commers, Guys, Bristol.

FROM £175.

SINGLE-DECKERS.

LEYLANDS, A.E.C.s, Bristol, Bedford.

FROM £175.

ALL types of workmen's buses available. Also buses

and coaches for operators.

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## Used Passenger Vehicles (contd.)

### LANCASHIRE MOTOR TRADERS, L.T.D.

OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201; evenings, Oldham Main 2461.

1955 6 COMMER TS3 41-seater, Duple, autumn tint

interior, brown-fawn exterior, choice of three

from £2,350.

1948 9 BEDFORD 29-seater Duple, good certificate

of fitness, choice of six from £300.

1950 2 BEDFORD 33-seater Duple, choice of three

from £1,000.

1950 3 A.E.C. 33-seater to 41-seater Burlingham and

Duple coachworks, from £750.

WE also have a number of workmen's coaches, all

post-war chassis, good certificates of fitness, from

£150.

COMMER TS3, Duple 41-seater full-luxury coach, first

registered September 23, 1954, Eaton 2-speed axle,

colour red and cream, interior red floral moquette, heaters,

etc., guaranteed mileage 56,000, certificate of fitness

20.10.59, immaculate throughout, £2,250.

1950 LEYLAND PS1, first registered 29.12.49, 33-

seater luxury coach, full-front Whitsun body,

heaters saloon and driver, colour grey and red, interior

red floral moquette, certificate of fitness 21.12.59, excellent

condition, £750.

1951 MAUDSLAY 37-seater luxury coach, 7.7 A.E.C.

engine, 8-ft. Metalcraft body, colour grey and

red, interior autumn tint moquette, heaters, etc., certificate

of fitness 28.2.61, perfect machine, engine now being run

in after reslice, etc., £1,000.

EXCHANGES, H.P. and insurances, etc.

JOHNSONS MOTORS, Washbrook Rd., Rushden,

Northants. Phone, Rushden 3221-2.

1950 BEDFORD 29-seater Strachan body, £350.

1952 BEDFORD 33-seater and one courier, Duple,

£1,350.

1951 AUSTIN 32-seater Plaxton Envoy, full front,

in good condition, £700.

COOKS, of Biggleswade. Phone, Big 2213.

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1948 MAUDSLAY, Duple body, certificate of fitness

four years, 33-seater.

1949 AUSTIN Mann Egerton body, certificate of

fitness 1959, 32-seater.

1951 BEDFORD Vista Duple, certificate of fitness

two years, 29-seater.

ALL these coaches are in first-class condition.

PHONE, Wallington 6648-9.

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### Unclassified Wanted

14- Or 16-seater omnibus or coach. Box CM0313, care

of "The Commercial Motor."

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POST-WAR high-bridge double-decker with certificate of

fitness. Box CM0512, care of "The Commercial

Motor."

805-208

LEYLAND PS1 with sound body, certificate of fitness

immaculate. Box CM044, care of "The Commercial

Motor."

805-285

SINGLE-DECKER bus suitable for one-man operation.

Box CM0413, care of "The Commercial Motor."

805-273

## NEW PASSENGER VEHICLES

### A.E.C.

### ARLINGTON MOTOR CO., L.T.D.

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.

Phone, Victoria 6033-4-5.

OFFER EARLY DELIVERY OF

RELIANCE 41-43-SEATER DUPLÉ BRITANNIA

COACHWORK, CENTRE OR FRONT ENTRANCE.

VACUUM BRAKES.

FINISHED TO INSTRUCTIONS.

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### AUSTIN

### AUSTIN

### P.S.V. 11-SEATER

ON AUSTIN 152 VAN

£850.

NEW

IMMEDIATE DELIVERY

### FOLKESTONE MOTOR CO., L.T.D.

137 SANDGATE ROAD,

Phone, Folkestone 2244.

807-7324

(Supplement)

## New Passenger Vehicles (contd.)

### BEDFORD

### COACHES AND COMPONENTS, L.T.D.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

ARE now taking orders for 1959 BEDFORD 29- to

41-seating capacity luxury coaches, fitted with petrol

or diesel engines.

PART-EXCHANGES and H.P. terms arranged to your

satisfaction.

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MANSFIELDS, LTD., Vauxhall, Bedford main dealers,

offer new 1959 Martin Walter conversions, 2- and 4-

berth Dormobile caravans, utilitybrake, workobus, etc., for

immediate delivery.

MANSFIELDS, LTD., 17 Cornfield Rd., Eastbourne.

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### COVENTRY AND JEFFS, L.T.D.

BEDFORD 41-seater (petrol) Super Vega Duple coach,

red interior, heater, etc., painted to choice for

Whitau delivery.

### MILL LANE, BRISTOL, 3.

PHONE 64661.

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### ARLINGTON MOTOR CO., L.T.D.

HIGH ROAD, PONDER'S END, ENFIELD,

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Phone, Howard 1266.

### NEW BEDFORD

WITH 41-SEATER BURLINGHAM SEAGULL

BODYWORK.

OFFER EARLY DELIVERY OF

1959 MODEL DUPLÉ

37-41-SEATER

SUPER VEGA COACHES.

DEMONSTRATIONS AVAILABLE.

PART-EXCHANGES.

SPECIAL HIRE-PURCHASE TERMS.

ALSO

NEW BEDFORD WITH 41-SEATER PLAXTON

BODYWORK.

NEW BEDFORDS WITH 41-SEATER HARRINGTON

BODYWORK.

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### FORD THAMES

### FORD THAMES.

### MILL HILL MOTORS.

WE ARE NOW ACCEPTING ORDERS FOR THE

### NEW THAMES HARRINGTON

### Miscellaneous Vehicles (contd.)

**BEDFORD** 2-ton petrol tractor with 18-ft. Scammell platform, articulated trailer (1950-1953), plus one extra trailer, choice of three. Inspection invited. Offers welcome. Great Western Motors, Station Rd., Reading 55281. 805-7343

**1953**, October, SEDDON Mk. VIII artic. unit, Scammell coupling, Eaton 2-speed axle, good condition, £425.

**CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10. Gre 2033-4. 805-469

**A** Large selection of articulated vehicles always in stock, 3-tonners to 100-tonners, include a wide variety of types. Let us know your requirements. Terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Phone, Stevenage 175. 805-232

### Articulated Vehicles Wanted

**WANTED**, tanker articulated or rigid, 2,750-gallon capacity. Reply, Box CM0514, care of "The Commercial Motor". 805-86143

### BREAKDOWN VEHICLES

**6 X 6 ex-W.D. A.E.C.** petrol/diesel chassis-cabs, winches optional, also ex-W.D. Austin 6 x 4 recovery trucks. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-844

**FORD** 4 x 4 WOT6 5-ton truck fitted adjustable gantry with block and tackle, 110-volt 24-kW generator, under 300 miles since passed for Ministry in May, 1957; also similar model fitted workshop, no gantry or generator, £385. Jacquier, Ltd., 229 Hammer-smith Rd., W.6. Riv 6677. 805-363

### CATTLE CONVEYORS AND HORSEBOXES

**G. C. SMITH (COACHWORKS)**, Long Wharton, Loughborough, Leics. Specialists in horseboxes and livestock bodies. Phone, Hathern 291-2. 222-998

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A NAME WORTH KNOWING.

**CUNDEY AND STEWART, LTD.**

ALFRETON, DERBYSHIRE.

Phone, Leabrooks 477.

**THE EX-W.D.**

DEALERS AND DISMANTLERS.

4 X 4 SPECIALISTS 6 X 6.

VEHICLES. SPARES. TYRES. 222-704

**J. H. ROLLASON**, Romsey Rd., Cadnam 3301, Hants.

**SPECIALISTS** in 4 x 4 and 6 x 6 4-drive vehicles and spares, including Ford, Chevrolet, Dodge, Austin, Bedford, Maudslay. 222-821

**C. M. SWORDER (MOTORS)**, for ex-W.D. trucks and cars, including Chevrolet, Ford, Dodge, Studebaker, Lane End, High Wycombe, Bucks. Phone 222-834.

**AUSTIN** and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition, available. Specification and photographs available on request. Overseas inquiries invited.

**C. MORGAN AND SON**, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. Cable, "Morganspare, Southampton." 222-928

**BEDFORD** 4 x 2, Army reconditioned, £125.

**PERCY D. SLEEMAN, LTD.**, 38 Uxbridge Rd., Ealing, W.5. Phone, Ealing 7987; after hours, Western 1321. 805-256

**LOW-MILEAGE BEDFORD O.K.**, unregistered, in good condition, £125 each. Also Bedford O.K. winch tractors at £175. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 805-474

### Ex-W.D. Vehicles Wanted

**WANTED**, a number of Tilling-Stevens petrol electric vehicles for engines and generators only. Will purchase engine and generator or complete chassis. Full particulars: Fleet Cars (Sales), Ltd., F.C.S. Works, London Rd., Dunchurch, Rugby. Phone, Dunchurch 262. 805-457

### LUTON VANS AND PANTECHNICS

**LET** us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., price from £295; 2-year guarantee.

**FREIGHT ENGINEERING CO.**, Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 222-861

### SAUNDERS FOR YOUR AUSTIN.

**AUSTIN** 152 15-cwt. chassis, fitted large-capacity Luton body, ready for colour.

**AUSTIN** LD2 chassis, petrol, fitted Luton body, 550 c.c. ready for painting, lettering.

**AUSTIN** LD2 chassis, petrol, fitted Luton body 650 c.c., nearing completion.

### H. A. SAUNDERS, LTD.

832-842 HIGH ROAD.

FINCHLEY LONDON, N.12.

Hillside 5272, ex 25. 805-32

**TWO** York semi-trailers, fitted alloy construction 1,350-cu. ft. van body. Woodcocks Transport, Palace Buildings, Cross Lane, Salford. Phone, Pendleton 5333. 805-389

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### Miscellaneous Vehicles (contd.)

**ALWAYS** a good selection of pantechnics and box-vans from 900-1,200-cu.-ft. capacity. Guy, Vixen, Austin, Morris, etc. Contact the van specialists. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone, Bristol 77667. 805-161

**LUTON** vans, Thames 4D, choice of several 1,500-1,600-cu.-ft. capacity in good condition, 1954 to 1957. Hire-purchase arranged.

**WOOD AND LAMBERT, LTD.**, Stamford Hill, London, N.16. Sta 3434. 805-7329

### BIRMINGHAM COMMERCIAL OFFER:-

**1952** BEDFORD 4-ton Luton, 1,150 cu. ft., P6.

**1954** AUSTIN 2-ton Luton, 750 cu. ft.

**1954** COMMER 25-cwt. van.

**1952** MORRIS 2-ton Luton, 750 cu. ft.

**1956** BEDFORD 10-12-cwt. van (side windows).

### BIRMINGHAM COMMERCIAL MOTORS, LTD.

560 COVENTRY ROAD,

BIRMINGHAM, 10.

Phone, Victoria 0437. 805-455

**1948** JENSEN diesel 1,800-cu.-ft. Luton van, low loading all-metal body, in good running order, £275.

**ARTICULATED** pantechnion trailers, Scammell coupling, 1,800 cu. ft., in good order, choice of several.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 805-229

**NEW BEDFORD** 4-ton normal-control 4-cylinder diesel chassis with 1,000-cu.-ft. Luton body, unregistered, £1,475 inclusive, in primer.

**SPECIAL** unrepeatable offer:-  
**BEDFORD** Luton vans with brand-new coachbuilt bodies of 1,000 cu. ft. on Bedford O model 4-ton chassis, overhauled and guaranteed, unladen weight approximately 2 tons 18 cwt., £795 each.

**LAWSON PIGOTT MOTORS, LTD.**, 186 East Barnet Rd., New Barnet. Phone, Barnet 1061 or Riverside 4111. 805-292

**AUSTIN**, 1950, long-wheelbase 5-ton chassis with 1,200-cu.-ft. Luton body, tyres good, coachwork as new, low rear loader, £495. W. E. M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phones, Cherrywood 4568-1480; after hours, Cherrywood 4322. 805-329

### MUNICIPAL VEHICLES

**DENNIS** gully emptier, 750 gal., complete and in working order, £100. Pirbright 6188. 805-340

### MOBILE SHOPS, CONTEENS, ETC.

**EX-GOVERNMENT KARRIER** Bantams, unregistered, fitted with brand-new mobile shop bodywork including modern cab with wrap-round screens, total cost of deluxe model £850; terms available. S. H. Wyatt (Coach-builders), Ltd., Bank St., Cheshire, Staffs. Phone, Cheshire 3155. 806-797

**KARRIER** Bantam Smith shop, also Albion diesel, large and small Bedfords, Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 805-31

**WE** carry a good stock of coaches, suitable for converting to travelling shops. Inquiries welcomed.

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### TANK VAGONS

**UNREGISTERED** ex-W.D. A.E.C. 6 x 6 2,500-gal. and Bedford O.K. 4 x 4 900-gal. fuelcylinders; also 900-gal. Bowser trailer Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-656

**VARIOUS** tanks and tankers, cheap to clear. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2347. 222-600

**BRAND-NEW** Butterfield stainless-steel milk tank, 1,650 gal. capacity, mounted on latest Ford Trader 3-ton chassis and cab, will separate. Apply Barton Townley, Ltd., Main Ford Dealer, Lancaster. Phone, 4317-8-9. 805-139

**1951** THORNYCROFT 8-wheeled 3,600-gallon tanker, six compartments, late property of large petrol company, well maintained, excellent order, double-drive, air brakes, £1,250.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 805-236

**1952** MORRIS 1,200-gal. tanker (two), 3-compartment, 500-400-300, forward control, 4-cylinder petrol engine, 8.25 by 20 tyres, good, clean condition, £325 each. Quinon and Thompson, Ltd., Lancaster Rd., Uxbridge. Uxbridge 8617-8. 805-258

**ALBION** 1949 FT3 (petrol) with 1,050-gal. stainless-steel (3-compartment) tank, used by brewery from new, very good indeed, £495. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phones, Cherrywood 4568, 1480; after hours, Cherrywood 4322. 805-328

**BEDFORD** 500-gal. tankers, with pump, unregistered, from £165 each, very clean.

**1950** AUSTIN 1,000 gal., three compartments, £165.

**1951** BEDFORD 1,000-gal., two compartments, with pump.

**1948** FORD 800, three compartments, with pump.

**900-GAL.** Bowser trailers, excellent condition, complete with pumping equipment.

**SEVERAL** 3,600-gal. 6-compartment oval vehicle tanks, suitable for spirit.

**F. A. DOLMAN, LTD.**, 186 Carlton Avenue, Southend-on-Sea, Phone 43262. 805-269

### Miscellaneous Vehicles (contd.)

#### TIPPING LORRIES

**AUTO UNITS.** Large quantity brand-new Anthony each, 6-yd., £45 each.

**AUTO UNITS (EALING)**, LTD., Derwent Rd., Ealing, London, W.5. Ealing 5108.

**DENNIS** Centaur 1954 long-wheelbase tipper, reconditioned 5-litre diesel engine, Eaton 2-speed axle, ready for work, £695. Bouts Motorn, Ltd., Stafford St., Wolverhampton. Phone 23295 (three lines). 805-7346

**SYD ABRAMS LTD.**

**1957** BEDFORD long-wheelbase tipper 390 diesel.

**1946** LEYLAND Beaver drop-sided truck, £395.

**1952** Thames 2-3-ton truck, £135.

**WATERLOO RD.**, Manchester, 8. Phone, Broughton 4321. 805-18

**ALBION** CM model 7-ton, diesel, October, 1950, very good condition throughout, £550. Burn Transit, Ltd., 131-133 Fountain Rd., London, S.W.17. 806-7364

**1954** BEDFORD 7-ton short-wheelbase tipper, steel body, in good running order, £350.

**1953** Thames diesel 5-yd. tipper, steel body, in good running order, £250.

**1952** LEYLAND Beaver tipper, 600 engine, 9-yd. wooden body, in good running order, £700.

**1950** Thames petrol 5-yd. tipper, very good runner, steel body, choice of several at £100 each.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 805-328

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**REPAIRS** and rebuilt exchange speedometers. All types and of flexible drives stocked. Prompt service. Auto Tempo Meter Co., 140-2 King's Cross Rd., London, W.C.1. Terminus 0633-4. 222-661

**SPEEDOMETER SUPPLY CO., LTD.** Repairs by return. 34 Shelton St., London, W.C.2. (Established 1912.) Covent Garden 2666-7. 222-764

### TARPAULINS

**"STORMTITE"** lorry covers. "The Tilt for the Job." For details please write or phone the manufacturer, Firmin and Co., Ltd., Handford Works, Ipswich. Phone 2194. (Representative will call if desired.) 222-793

**SATISITE-PROOFED** tarpaulins give absolute protection, green cotton, roped or cyeletted; price on application; no extra, finished sizes. Write for samples. Liverpool Patent Tarpaulin Co., 8-10 Lancelot's Hey, Liverpool. 222-945

**TARPAULINS** for hire. All main depots of West of England Sack Contractors, Ltd., Albert Rd., Bristol. 2- and Gonall Brown and Sons, Ltd., Saint Oswald's Rd., Gloucester, have lorry sheets available for hire. Details from either office. 805-905

### TIME RECORDERS

**SERVIS** recorders register automatically the exact running and standing times of vehicles. **EVERY** minute of every journey is accounted for clearly on a simple, tamper-proof chart.

**REDUCTION** of running costs follows inevitably when you know the journey facts. **VEHICLES** can then be scheduled for journeys and maintenance with maximum efficiency. **IT** is a good idea to write for descriptive literature to:—

**SERVIS RECORDERS, LTD.**, 19 London Rd., Gloucester. Phone, Gloucester 24125. 222-797

**RECORDING** speedometers completely check vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show big savings in fuel, tyres, maintenance, accident costs, etc. Speedograph, Ltd., 75 Temple Rd., Cowley, Oxford. Phone, Oxford 78116-7. 222-871

### TIPPING GEARS

**SPENBROUGH** tippers, power hydraulic, hand-screw, S and/or 3-way. We manufacture the most comprehensive range of specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. 222-858



### Spare Parts and Supplies (contd.)

#### EDBRO B AND ETIPPERS, LTD.

BRITAIN'S largest manufacturers of tipping gears and heavy dumper equipment, end- and 3-way tipping; hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton, Phone, Bolton 9671. London Depot, 264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 1045 and 7833. zzz-0837

PILOT tipping-gear spares. Full range of parts always in stock at—  
**D.B.S. COACHWORKS, LTD.**, 24a St. Marks Rd., Lambourne 0493, 1768. zzz-692

SPARE PARTS AND SERVICE UNITS FOR ALL MAKES OF

#### HYDRAULIC TIPPING GEARS.

NEW TIPPING GEARS FROM STOCK.

#### WELFORD ENGINEERING (OLDBURY), LTD.

HAINGE ROAD,  
TIVIDALE, TIPTON.

Tip 2721-2. zzz-947

WESTON tipping gear.

MAIN agents, London, Home and Southern Counties. Full service facilities and large stock of replacement units and spares.

QUOTATIONS for complete rebuilds, including steel bodies, 3 to 7 cu. yd.

CONSULT us on all tipping-gear problems.

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MILLSHAW TIPPING GEAR CO. Hydraulic and screw gears, all types of power take-off units, all models. Birch Lane, Bradford. Phone 32771-2.

MILLSHAW tipping gears. Inquiries to Birch Lane, Bradford. 805-808

### Spare Parts and Supplies (contd.)

J. CHARLTON commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. SECOND-HAND tipping gears for all types in stock. 805-61

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11.00 X 24 tyres, civilian tread, brand new and in perfect condition, £25 each. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255. zzz-760

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11.00 X 20, 10.50 x 16, as new with moulding line, standard, or track-grip tread, also part-used tyre and wheel assemblies. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-654

CLAPTON TYRE SERVICE for sound, part-used tyres. 32 x 6 T.T., 658; 32 x 6 H.D., 806; 34 x 7, 8.25 x 20, 100s.; 36 x 8, 900 x 20, 115s.; 900 x 16, 10.50 x 16, 100s.; 10.50 x 20, 135s.; 900 x 13, 60s. Money refunded if tyres not approved. Send cash with order. 16a Cricketfield Rd., Clapton, London, E.5. Phone, Amh 7073. zzz-834

1,000 Used tyres, tubes, wheels for all vehicles, modern and obsolete, used tyres from 35s., remoulds from £2 19s. 6d. Cook, 589 Stapleton Rd., Bristol, 5. Phone 58312. zzz-997

825 x 15 new Dunlop tyres, 14-ply, Rogers 40-ton transporter size, limited stock, £15 each.

R. E. TREM AND CO. LTD., Bawtry Rd., Farningley, nr. Doncaster. Phone, Farningley 203-204. 805-70

J. CHARLTON commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. 805-61

900 X 20 track grips and civilian. Also 40 x 8, 825 x 20, 34 x 7. Most sizes in stock. 805-60

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TYRES, tubes, all sizes, new, remould, second-hand. The British Rubber Co., Baildon, Yorks. Shipley 55427. zzz-695

WANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. zzz-879

WANTED, 29 x 8 or 29 x 8 x 13, tubes and wheels. Denniss Garage, Ltd., Wisbech. Phone, Wisbech 745. 805-7335

WANTED, G20 tyres, Michelin metallic, makers remoulds. Keogh, Wilmslow 4091. 805-33

8.25 By 10 tyres and/or tubes, state price and quantity available. Box CM0513, care of "The Commercial Motor." 805-207

### Spare Parts and Supplies (contd.)

#### WELDING

ANGEL AND WILLIAMS (PECKHAM), LTD., the specialists in welding, repairs to defective crankshafts, blocks, heads, gearboxes, axles, etc. TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. zzz-940

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LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks (phone, Chesham 89023), undertake to repair, rebuild or convert to specific requirements wheels of all types with shot-blasted and colour finish. 810-6811 zzz-980

USED UNITS, Whitefield, Burnley (phone 2263). All makes and types in stock. zzz-990

BEDFORD, Commer, A.E.C., Ford and most others. Also wide-base conversion sets, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddocks, Pope's Lane, Ealing W.5. Ealing 4298. zzz-843

1400 X 20 Trak Grip wheel units, as new, at £25 each, only 45 available.

R. E. TREM AND CO. LTD., Bawtry Rd., Farningley, near Doncaster. Phone, Farningley 203-204. 805-19

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2,000 Wheels in stock of all types and sizes, English and American.

14.00 By 20 wheel assemblies (wheel, tyre and tube), NEW 9.00 by 20 Dunlop Trak Grip at £17 10.

REMOULD: 10.50 by 20, £12 10s.; 11.00 by 20, £12 10s.

J. T. LEAVESLEY, LTD., Alrewas, Staffs. Phone, Alrewas 354. 805-212

#### WHEELBASE EXTENSIONS

BAICO wheelbase extensions for new, used, including ex-W.D. Alsins, Bedford, Commer, Dodge, Ford, Guy, etc. Baico Patents, Ltd., 327-329 High Rd., Chiswick, W.4. Chiswick 2286-7. zzz-898

#### WINDSCREENS

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy-brass-steel. Quick frame repair and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-4. zzz-619

PERSPEX cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. She 5152, 1426. zzz-816

## MISCELLANEOUS ADVERTISEMENTS

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#### GODDARD, DAVISON AND SMITH, LTD.

THE AUCTION HALLS,  
PUTNEY BRIDGE APPROACH, S.W.6.  
Renown 6101-3.

#### SALES EVERY MONDAY

OF

#### COMMERCIAL VEHICLES

OF ALL DESCRIPTIONS.

ENTRIES ACCEPTED EVERY WEDNESDAY. zzz-579

BY ORDER OF THE MINISTER OF SUPPLY  
THIRTY-FIRST SALE

#### E. & R.

CENTRAL ORDNANCE DEPOT, BICESTER, OXON.

IMPORTANT SALE BY AUCTION BY

#### MIDLAND MARKS LTD.

OF

GOVERNMENT SURPLUS ENGINEERING SPARES.

#### BRITISH AND AMERICAN

#### VEHICLE SPARES

CHARGING SETS, GENERATORS,

AND

213 VEHICLES, MOTORCYCLES AND TRAILERS,

including:—

118 Bedford G.S. Trucks, Morris Tractors, Austin and Hillman Utilities, Kariel G.S. Trucks, 55 B.S.A., Matchless and Norton Motorcycles, Trailers, etc. Spares for Mack Caterpillar, International Harvester, Half-track Austin, Bedford and Morris Vehicles, Tyres, Leaf Springs, 300 Mack Rear Axles, 180 Mack Transmissions, Filters, Half Shafts, Mack Spring Leafs, Camshafts, Delco Remy Starter Motors, Mack Brake Drums, Auto Lite Coils 12-v., etc.

which will be sold in large and small lots to suit all buyers on

TUESDAY AND WEDNESDAY, APRIL 14 & 15, 1959 at 11 a.m. on each day.

VIEW DAYS: Thursday, Friday and Monday, April 9, 10 and 13, and on the mornings of the sale.

CATALOGUES: Price 1s., to admit two to view and one on sale days from the Auctioneers (Dept. 7), Market Square, Bicester, Oxon (phone 73). 805-88

B62

### Miscellaneous Advertisements (contd.)

#### BUSINESSES, PREMISES, OFFICES, ETC.

COACH business and property, freehold, five vehicles, stage, express and excursion licences, school contracts and workmen's contract, price £5,500. Box CM6417, care of "The Commercial Motor." 805-x6068

HAULAGE business with four A licences for sale; S.W. London; including 7-ton Commer truck and other Commer. Box CM055, care of "The Commercial Motor." 805-3

HAULAGE Business (limited company), East London, consisting of 20 (one A licence) for artic and 4-wheelers, expires 1962, house, office and yard available on lease. Price £4,500, also tax losses available.

HAULAGE Business (limited company), Liverpool, Cheshire, Blackburn area, consisting of 1952 Bedford 7-ton long-wheelbase lorry and B licence with very good conditions, only £650.

#### WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 805-338

40 Tons of A licence vehicles carrying capacity 8-16 tons, nine vehicles. Box CM0516, care of "The Commercial Motor." 806-7370

TWO old-established limited companies, Metropolitan S.E. London; 32-ton and 29-ton unladen weights; nine vehicles with three trailers each, general goods, A licences open; audited accounts; directors retiring. Freehold property standing for 30 vehicles, pumps, etc., workshop and offices. Principals write Box CM0511, care of "The Commercial Motor." 805-209

#### Businesses, Premises, Offices, Etc., Wanted

Small A Licence business wanted to purchase. Replies in confidence to Box CM051, care of "The Commercial Motor." 805-7

WANTED Haulage Business with Special A Licences. Ordinary A Licences and B Licences, in any part of the country.

#### WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 805-337

PREMISES, suitable for garaging 6-10 or more coaches. S.W. London. Purchase a business considered. Box CM9819, care of "The Commercial Motor." 805-471

### Miscellaneous Advertisements (contd.)

#### CONVERSIONS

#### HENDY FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

#### PERCY HENDY, LTD.

SOUTHAMPTON 28331 (EIGHT LINES). zzz-882

#### CONVERT YOUR VEHICLES TO FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING:—

LOWER INITIAL COST.

MORE M.P.G.

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

#### QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.

WILMSLOW ROAD, CHADLE, CHES.

Phone, Gatley 4282-3. zzz-943

#### CUT YOUR FUEL COSTS WITH

#### SEARLS 4D INSTALLATION

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O MODEL BEDFORDS.

"DO IT YOURSELF" KITS FROM £45.

OR COMPLETE CONVERSIONS.

#### SEARLS ENGINEERING, LTD.

MANCHESTER ROAD, LONDON, E.14

East 3685. zzz-940

### Miscellaneous

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etc. Phone 34

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Counties only.

FINEXTRA,

HIRE-PURCH

equipment

London, W.1.

BEST market

or quarter

SAVE money

Progressive

257 The Vale,



## Miscellaneous Advertisements (contd.)

### NEW PERKINS ENGINES FOR PETROL TO DIESEL CONVERSION.

AUSTIN, BEDFORD, COMMER, FORD,  
DODGE, VULCAN, ETC.

Outright Sales or Installation at Short Notice.

PERKINS SIGNHOLDERS.  
COMPREHENSIVE SPARES STOCKISTS.

Replacement Perpetuity Engines always available from stock.

CROMARD LINERS AND PISTON SETS IN STOCK.

**PRAILLS (HEREFORD), LTD.,**

HOLMER ROAD,  
HEREFORD.  
Phone 4221 (six lines). 805-825

### HAULAGE AND BACK LOADS

**CHARD TRANSPORT CO., LTD.,** for all types of traffic to and from the West Country, serving London, Bristol, Southampton, Midlands, Liverpool, Manchester, etc. Phone 3425-6; night, 3365. 15 High St., Chard, Somerset. 806-7045

**WANTED.** A contract work for 6-ton truck, based Wolverhampton, owner driver. Box CM0515, care of "The Commercial Motor." 805-x6142

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**H.P.** Facilities available to established dealers. Prompt service, daily settlements. London and Home Counties only.

**FINEXTRA, LTD.,** 58 Jermyn St., S.W.1. Hyd 1391. zzz-944

**HIRE-PURCHASE** facilities available for all cars and equipment, etc. D. Everard, Ltd., 62 Oxford St., London, W.1. Museum 0811. zzz-996

### INSURANCE

**PAUL CHILDS, LTD.,**

58 BIRCH GROVE,  
LONDON, W.3.  
Acorn 2398.

**BEST** market rates—no claim bonus to 40%. Monthly or quarterly payments accepted. zzz-634

**SAVE** money on insurance. Lower rates, larger bonus. S. Progressive Brokers. "Cheapest Rates Specialists." 257 The Vale, London, W.3. She 9231-2. zzz-804

## Miscellaneous Advertisements (contd.)

**INVINCIBLE.** Premiums payable quarterly.

**INVINCIBLE** for immediate cover and service. Write, phone or call. **INVINCIBLE POLICIES, LTD.,** 7 Whittington Avenue, London, E.C.3. Mansion House 2961. 805-838

### MISCELLANEOUS

**PRE-FABRICATED** buildings for living accommodation, or others for stores, offices, workshops, garages, cantenens, etc., prices from £87 10s. or on H.P. terms.

**ILLUSTRATED** booklet, s.a.c. please; all plans, etc., available. **C. M. FAREY,** 3 Melbury Rd., Kenton, Middx. 808-7360

**10** Morris Quads, 4-wheel-drive, with winches, as new, each £40.

**2** Ford fire pump trailers, each £80.

**10** 20-30-cwt. trailers (8 ft. by 4 ft.), ex U.S.A. Air Force, as new, each £40.

**15** 20-ton semi-low-loading trailers, new ex U.S.A. Air Force, each, £425.

**7** Leyland TD3 double-deck diesel buses, perfect running order, each £190.

**PERKINS** P6 engine and gearbox, Commer conversion, good running order, £125.

**CONSIDERABLE** quantity new Le Roi spares. Price on application.

**CONSIDERABLE** tonnage 14-in. roller conveyor with accessories, price 10s. per foot.

**4** 4,000-gal. capacity, new, aluminium fuel oil tankers (30 ft. long) on trailers, to be viewed by appointment, ex U.S.A. Air Force.

**10** 25-kW Lister diesel D.C. 110-volt generating sets, on trailers, as new, each £175.

**1954** Bedford diesel R6 7-ton lorry, recent overhaul, £395.

**SOUTHERN COUNTIES DEMOLITION CO.,** CHALK PITS, BEDHAMPTON, HAVANT, HANTS. PHONE FOR APPOINTMENT TO VIEW. Phone, Havant 1438. 807-7361

### Miscellaneous Wanted

**ALUMINIUM** scrap urgently required. Lowton Metals, Ltd., Lowton Saint Mary, near Warrington. 805-435 (Lancs) 1444-5.

### SITUATIONS VACANT

**A.M.I.M.** City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms, over 95% successes. For details of exams, and courses in all branches of auto., diesel, aero., mechanical eng., etc. Write for 148-page handbook free. **B.I.E.T.** (Dept. 725), 29 Wright's Lane, London, W.8. zzz-812

**EXPERIENCED** commercial salesman required, excellent opportunity for promotion for right man. Write in confidence to Gwent Motors, Ltd., 86-88 Commercial St., Newport, Mon. 806-7291

April 3, 1959—THE COMMERCIAL MOTOR 87  
(Supplement)

## Miscellaneous Advertisements (contd.)

**EXPERIENCED** storekeeper required for Vaushall-Bedford dealers, good prospects for right applicant; Feltham area. Apply Box CM0314, care of "The Commercial Motor." 805-7312

### COMMERCIAL VEHICLE

### BODY DESIGNER

REQUIRED FOR

### EXECUTIVE POSITION.

WRITE GIVING FULL PARTICULARS OF  
QUALIFICATIONS, EXPERIENCE, AGE AND

SALARY REQUIRED TO:—

### GENERAL MANAGER

**BUS-BODIES (S.A.), LTD.,**

P.O. BOX 4008,

PORT ELIZABETH.

SOUTH AFRICA.

**FIVE-DAY WEEK WITH MEDICAL AID FUND  
AND STAFF PENSION FUND**

805-452

**YOUNG** man, interested in heavy haulage, required for depot office by N.W. London transport company. Application in writing to Box CM0412, care of "The Commercial Motor." 807-7350

(Continued on next page)

## CLASSIFIED ADVERTISEMENT ORDER FORM



Bowling Green Lane, London, E.C.1

PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT.....ISSUE/S

UNDER THE HEADING OF.....

Rate 10d. per word (minimum 12 words 10/-) • Box Numbers: allow

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★ Please use BLOCK letters throughout. Name and address, if to be used in the advertisement, must be included above and paid for.

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REMITTANCE ENCLOSED FOR...../.....

Remittances should be crossed and made payable to TEMPLE PRESS LIMITED.

SIGNATURE: \_\_\_\_\_

### Miscellaneous Advertisements (contd.)

#### COMMERCIAL salesmen look!

**100% B.M.C.** distributor in Bedfordshire wants a live salesman who, after proving his worth, will be promoted to commercial sales manager and form a go-ahead department. There is plenty of competition in this territory, and only the most energetic men need apply. Write, giving full details of experience, to Box CM037, care of "The Commercial Motor." 805-7300

**TECHNICAL** assistant, age 23-27, required by a large transport company operating in the London and Kent areas. Candidate must have had experience in motor vehicle maintenance. Applications in writing, giving full particulars, experience and salary, to Box CM038, care of "The Commercial Motor." 805-7301

**CAR** and commercial vehicle representative required for large and expanding Ford main dealer in London area; excellent opportunities for men of good appearance and personality. Apply in writing to Sales Manager, Box CM036, care of "The Commercial Motor." 805-7316

#### SENIOR truck designers.

**THE** Rootes Group Truck Division requires senior chassis designers.

**APPLICANTS** should be qualified to H.N.C. standard and experienced in modern commercial vehicle design and production methods, excellent working conditions with pension scheme.

**APPLY** in strict confidence with fullest personal details to the Secretarial Department, Commer Cars, Ltd., Luton, Beds. 806-7302

#### TRANSPORT FOREMAN.

**APPLICATIONS** are invited for the position of transport foreman at a maintenance depot in the South Wales area.

**THE** appointee would be required to operate a running maintenance of a fleet of 21 C-licence vehicles and must have served an indentured apprenticeship.

**ATTRACTIVE** conditions of employment. Pension and sickness benefit schemes are operative.

**SALARY** will be in accordance with qualifications and experience, and will be commensurate with the responsibilities of the position.

**APPLICATIONS**, giving full details of age, experience, previous employment and salary required, should be addressed to Box CM0510, care of "The Commercial Motor" to be received not later than April 13, 1959. 805-193

**AN** experienced heavy commercial vehicle sales representative required by an old-established company in the Midlands. Applicants must have extensive sales experience, sound knowledge of body construction, design and used vehicle prices. High basic salary and generous commission. Pension scheme in operation. Car provided. Applications, which will be treated in strict confidence, giving full details, to Box CM0411, care of "The Commercial Motor." 805-7340

**SERVICE** manager-foreman for fleet maintenance. Midlands area, fully experienced in diesel and petrol practice and accustomed to staff control. Good wages to right man. Write full particulars to Box CM043, care of "The Commercial Motor." 805-7323

**EXPERIENCED** commercial vehicle representative required for Gloucester and Hereford area; Leyland-Albion range. Applications in writing to The Secretary, Waits (Factors) Ltd., Lydney, Gloucestershire. 805-7347

**AN** outstanding opportunity occurs in the Midlands for a fully experienced executive (age 40-45) to take charge of B.M.C. distributors' new premises, specializing in the sale and service of commercial vehicles. Applicants should write, giving details of experience and qualifications to Sales Director, Box CM057, care of "The Commercial Motor." 808-7362

**A** leading motors organization in Commonwealth West Africa have vacancies for assistant service managers. Applicants must be able to show that they have a high degree of technical skill, energy and initiative and can control and train subordinates; successful candidates will have every opportunity to win promotion to top management level; speed of promotion depending on the ability of the individual; applicants should have served a recognized apprenticeship and preferably hold a City and Guilds or National certificate; they should have held a responsible position in a service department or in fleet maintenance; previous overseas experience an advantage; the age limit is 35; initial salary depends on experience but will not be less than £900 per annum, family allowances are paid, there are free furnished quarters, a kit allowance, pension fund and free passage, including family, tours are about 21 months and followed by substantial leave on full pay. Apply giving full details of qualifications and experience to Box CM053, care of "The Commercial Motor." 805-5

**DAGENHAM MOTORS, LTD.**, require a Commercial Vehicle Salesman for S.E. London, this is really an excellent opportunity for the hard worker, salary, commission and expenses will be paid and a car will be provided, the position carries a pension and life assurance, the man chosen should be under 40 and must be keen and ambitious with experience in selling commercial vehicles. Send details of past experience by letter, which will be treated in strict confidence, to Sales Manager, 300 Norwood Rd., London S.E.27. 805-174

### Miscellaneous Advertisements (contd.)

**BARTON TOWNLEY, LTD.**, B.M.C. distributors, require competent diesel fitter, good pay and condition, country bungalow available near coast. Full details required.

**BARTON TOWNLEY, LTD.**, Penny St., Lancaster. 806-7367

**SALES** MAN with P.S.V. experience required, must be fully conversant types, values, etc., utmost support given enthusiast prepared to concentrate and work hard. Written application only in confidence, quoting fullest details including area normally covered, to Alf. T. Moseley (late dir-tor and general manager W. S. Yeates Ltd.), 140 Knightthorpe Rd., Loughborough. 805-376

**TRANSPORT** manager required for medium size company running own fleet under C licence, must be familiar with all aspects, including wage bonus schemes and negotiations, salary by arrangement, contributory pension scheme. Writing giving full details. Box CM059, care of "The Commercial Motor." 805-192

### BOX NUMBER ADVERTISEMENTS

Are available to advertisers for an extra charge of 4/4.

REPLIES are forwarded immediately upon receipt and all received up to 5 p.m. despatched the same day.

URGENT REPLIES may be sent by telephone or telegram and readers should telephone Terminus 3636 for this service.

BOX NUMBERS should be copied accurately, printed clearly, and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, E.C.1.

MONEY SHOULD NEVER BE ENCLOSED WITH REPLIES TO BOX NUMBER ADVERTISEMENTS

### STORAGE ACCOMMODATION

**SHEFFIELD** Extensive storage accommodation available. Fork lift and crane facilities. Direct Motor Service (Sheffield), Ltd., Road Hauliers, Petre St., Sheffield S86254. 222-883

### TENDERS

#### COUNTY BOROUGH OF WEST HAM OFFERS ARE INVITED

FOR A WIDE SELECTION OF PARTS

FOR

THORNYCROFT, KARRIER, COMMER, ETC., COMMERCIAL VEHICLES.

TO VIEW (in Stratford, E.15, area), phone Transport Superintendent, Grangewood 9624.

OFFERS IN WRITING to Borough Engineer, West Ham Town Hall, Stratford, E.15, by May 1, 1959. 805-83

#### BOROUGH OF ROYAL TUNBRIDGE WELLS.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF

FORD AND KARRIER VEHICLES.

DETAILS AND TENDER FORMS WILL BE AVAILABLE AFTER APRIL 6, 1959, UPON APPLICATION TO THE BOROUGH SURVEYOR AND WATER ENGINEER, TOWN HALL, TUNBRIDGE WELLS.

Tenders must be returned duly endorsed "Tender for Motor Vehicles" not later than noon on Friday, April 17, 1959.

M. J. H. GIRLING,  
Town Clerk. 805-167

### BOOKS AND PUBLICATIONS

**MAINTENANCE RECORD** (Charnwood Series No. 59) A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 7d. post free.

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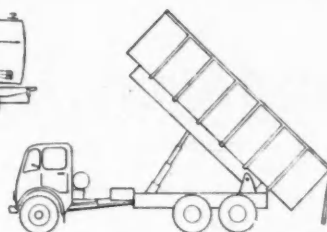
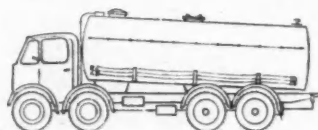
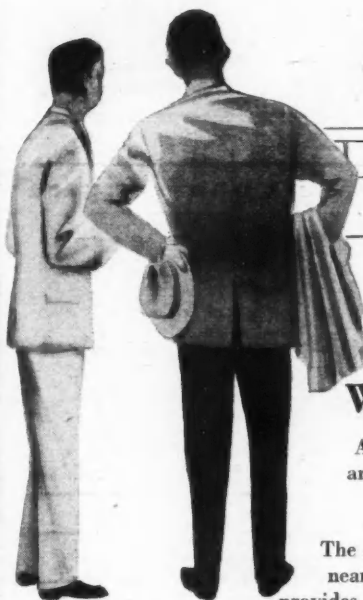
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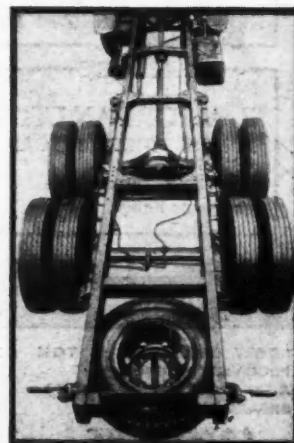
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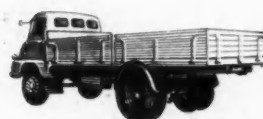


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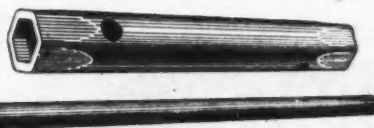
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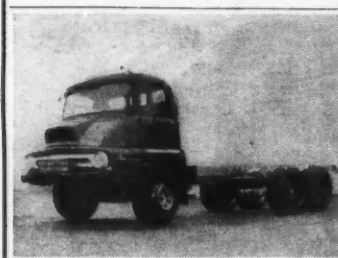
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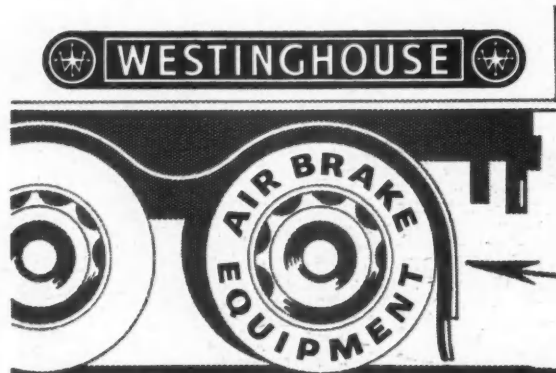
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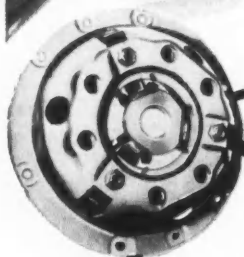
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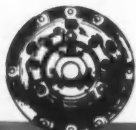
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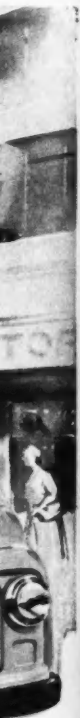


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